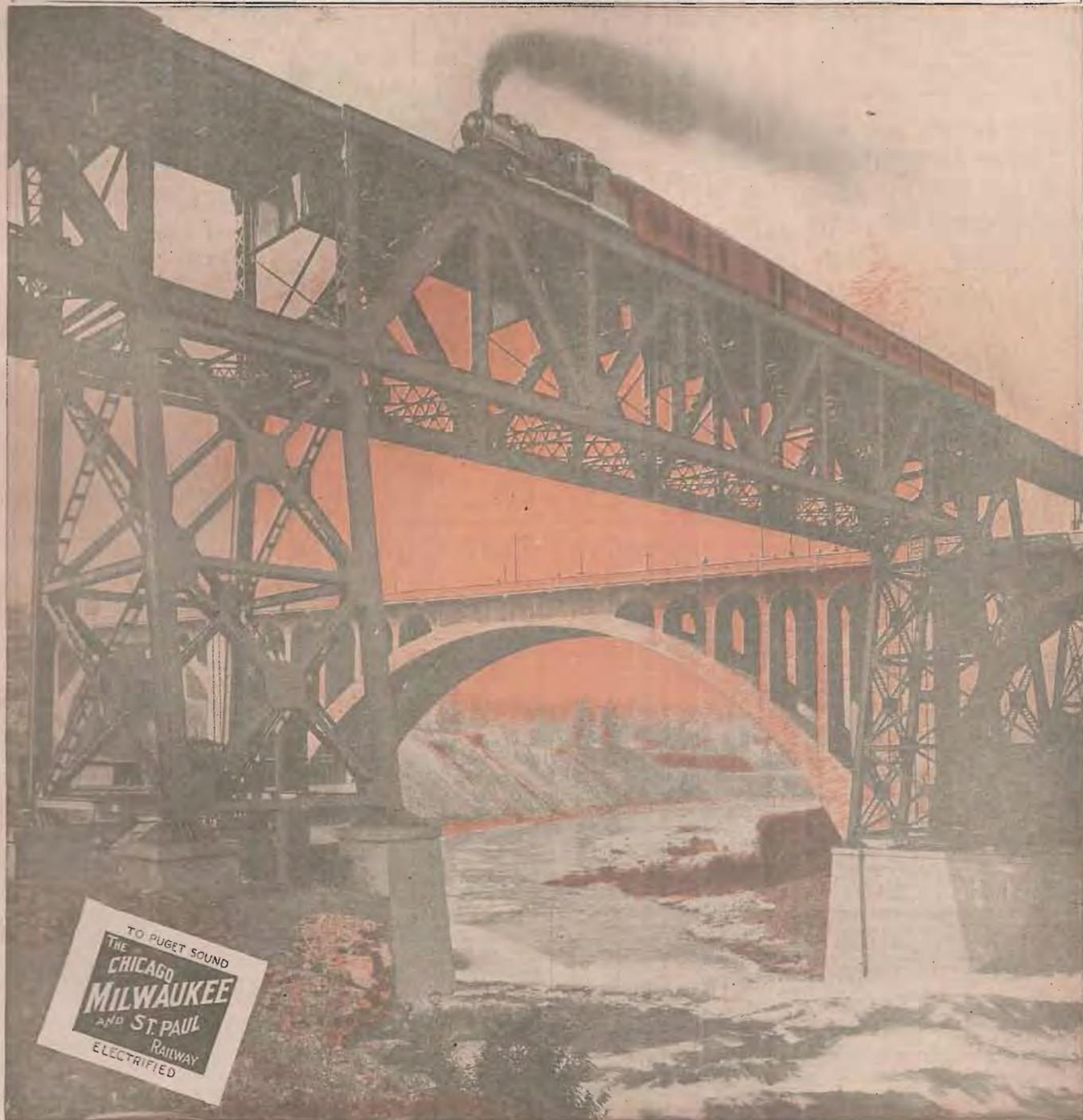
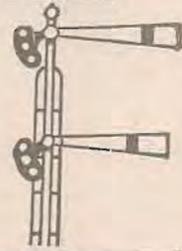
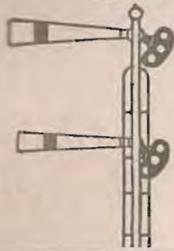


# THE MILWAUKEE MAGAZINE



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JULY, 1923

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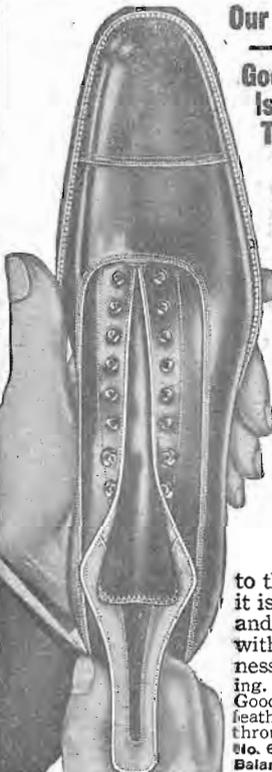
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# THE MILWAUKEE MAGAZINE

Volume XI

JULY 1923

Number 4



## GETTING THE TRUTH ABOUT THE RAILROADS BEFORE THE PUBLIC

In recent months I have traveled quite extensively over the lines of this railroad and have addressed gatherings of citizens in various communities.

I know the officers and employes of the Milwaukee will be very much interested in the fact that at every point that I have visited the business men, farmers, members of women's clubs, and others, who have comprised the audiences, have manifested the keenest interest and many have expressed a desire to cooperate with the railroads in their efforts to get the truth about the carriers before the public.

At some of the points employes also were present and said they were glad to hear the facts as presented at these meetings and felt that they could not be refuted.

It is very evident that the efforts of the railroads to familiarize the people with the transportation situation are bearing fruit and that so far as we have been able to get the information to the public it has been well received.

This is very gratifying and shows that a little more activity by all of us along this line would do much to overcome the antagonism against the carriers which critics in the political field are creating among those who have not had an opportunity to become acquainted with the actual conditions.

It is not a difficult thing to do, for when one points out facts such as the following he punctures the arguments of the unjust critics and leaves them no foundation upon which to rest their case.

On the Milwaukee Road, for instance, higher freight rates in effect increased the revenues of 1922 only 46 million dollars above the revenues of 1916, while operating expenses, due to the higher cost of everything the railroad had to pay for, increased more than 60 million dollars over 1916, so that there was a deficit on this road last year instead of the surplus of 1916.

The higher costs in 1922 were due to the higher wage levels, to the higher price of materials, including coal and equipment which cost us in 1922 twice as much or more per unit than before the War. Our taxes were more than \$4,170,000 greater than in 1916, an increase of over 75 per cent.

Those we talk with know that this must be true because their own experiences have been the same and they can appreciate that the tremendously large payrolls and purchases of the railroad involve correspondingly great increases in their expenses.

The public is pretty well aware that the railroad business differs from most other industries in that it has no control over the price it charges for its product, as this is under the province of the Interstate Commerce Commission, and that wages and working conditions (the largest part of operating expenses) are under the control of the United States Railroad Labor Board.

The prices of materials, of course, are not under the control of the carriers nor are the constantly increasing taxes, so that the roads have very little opportunity to whittle down expenses except by increasing the efficiency of operation, i. e., by increasing the car load and train load, expediting the movement of cars, and avoiding waste of all kinds.

The Milwaukee in the first four months of 1923 loaded in each car an average of 26.7 tons and in each train an average of 639 tons,—both greater than in any previous year, and it hauled 12 per cent more net ton miles in this period than in the same four months of 1920, the previous heaviest year.

It hauled each car an average of 30 miles per day the first four months of 1923 which was a better showing than in any previous year. An increase of one or two miles per car per day means a large increase in the number of cars available for loading.

These figures show that this road is handling a record-breaking volume of tonnage and doing what can be done to reduce the cost of transportation and handle a larger volume of traffic better than ever before.

Many of our officers and employes have been getting these things before their acquaintances and before meetings of local clubs and societies, and others will doubtless be glad to join in this good work which not only is helpful to the Milwaukee Road but serves to stabilize public sentiment toward all industries and prevents from having their way those groups that do not have the welfare of the country at heart.

I shall be glad if those of the Milwaukee family who have been doing their bit in this way will write me (at Room 1335 Railway Exchange, Chicago), and let me know what they have been able to do, what success they have had, and, if any questions have come up which they have been unable to answer, I shall take pleasure in supplying the necessary information or figures.

The duties of a conscientious railroad man at this time consist not only of the performance of his daily tasks, but the defense of his Company against the attacks of those who do not like the railroads.

President.

# A Hunting and Fishing Trip to Spanish Honduras

W. M. WEIDENHAMER

Our party consisted of Louis L. Emmer-son, Secretary of the State of Illinois; James McCredie, a business man of Aurora, Illinois; John MacQueen, livestock agent C. M. & St. P. railroad, of Kirkland, Illinois; and yours truly.

We left Chicago over the I. C. Railroad, and spent six days in New Orleans where we had the opportunity of taking in the town, looking over the places of interest and old relics.

The City of New Orleans was founded on the banks of the Mississippi River in 1718 by the French. They planned to make it the concentration and shipping point for the commerce of new France, which included all the great Mississippi Valley. For many decades, New Orleans grew in wealth and trade. The Mississippi was an open highway to the interior of the continent. New Orleans behind its deep broad levees is safe from the anger of the river—it has never been flooded—it never will be. Its harbor may be said to extend from the mouth of the Mississippi River up stream 237 miles to Baton Rouge. It averages about three-quarters of a mile wide and is from thirty to two hundred feet in depth. Through the south pass at the mouth of the river, there is a thirty-foot channel at mean tide. A thirty-five foot channel is being constructed by the United States government at the southwest pass. At the entrance of the harbor, there is a tide of three feet, while above the entrance there are no tides. The City of New Orleans is 110 miles from the sea. The inner harbor of navigation canal will be completed early this spring. This canal, a dream for over a century, is 5½ miles in length, which cuts across the city and connects the Mississippi River with Lake Pontchartrain. It is from 2½ to 6 miles from the business center of the city. This canal will be the first step toward a canal to the sea. We visited a chicken farm in the outskirts of New Orleans, the property of Conrad Kolbe, which consists of 125 acres of land and buildings, brooders and incubators. There were 17,000 chickens from the last hatching to the full grown White Brahmen hen and rooster, and were gathering 3,000 eggs per day, selling on the market at sixty cents per dozen.

We took passage on the Steamship Olancho of the Cuyamel Fruit Company, for the Port of Puerto Cortez, Honduras, and put in five days on board. We passed out of the Mississippi River into the Gulf of Mexico. The distance direct is 860 miles, but we were required to go 400 miles out of our way to deliver a barge to a port to be used between the Blue Fields banana belt and New York, which accounts for a long time on board. We were met there by the authorities and given a welcome to their city. We spent forty-eight hours there and left for Porterrillas on a Ford track car furnished by the Cuyamel Fruit Company for our service. This is a Government railroad, but is operated by the Cuyamel Fruit Company, and runs from Puerto Cortez to Porter-

rillas, which is 61 miles long and has a gauge of 43½ inches wide.

Arriving at Porterrillas we took two Ford automobiles for Lake Yojok, back in the interior 32 miles and 2,000 miles above sea level. We traveled over a road in these cars that nobody in the United States would attempt. This lake is surrounded by mountains and the highest mountain is 7,000 feet. At one point en route, our driver informed us through our interpreter, that we would have to walk up a hill, which was about three miles, as the Ford would not negotiate that hill with its load, and when we got to the top of the hill, I was of the opinion that



Mr. Weidenhamer and Party

it was about 7,000 feet high. Anyway, we spent two days at Anderson's place, which is a tavern on the lake to accommodate travelers.

In that country, they raise their own coffee, which looks like cranberries, and is spread out on the ground to dry and is then hulled by an arrangement of putting it in a hollow log and pounding it with a ram. The dog slept in the coffee all the time that we were there. They have no ice, and the temperature ranges from 52 to 78, never below or above. They cut up their meat in chunks and strip it from the bone and hang it on a wire for the sun to cure. They put the bones on a chopping block and chop them up for soup. You can imagine that I did not have much of an appetite. As a matter of fact, I was of the opinion that we ate the pack mule. We put in considerable time hunting and fishing on this lake, which is 18 miles long and 14 miles wide. There are plenty of crocodile in this lake and thousands of ducks, not very many large fish. There are plenty of aigrette birds on this lake. They are snow-white and look in form a good deal like a pelican. The feathers of their wings are very valuable, and the ladies of the states have been deprived of the use of these

feathers because it is against the law to kill them.

The second night we went out jack-light hunting in the jungles. They equip you with electric lights strapped to your forehead, the same as a coal miner wears. Then you go in the jungles in pairs and locate the animals with the jack-light shining in their eyes. We were not successful in landing anything on this hunt. I did not hear anybody say there were any elephants there, but there are mountain lions, tigers, wild hogs, deer, baboons, monkeys and other animals too numerous to mention. There are plenty of wild turkeys and pheasants. We did not land any, but we had an experience of hunting by jack-light in the jungles. I want to say it was some experience, and I will assure you that if you ever hear a baboon bawling in the jungles at midnight, it will freeze your blood and make your hair stand up, if you have any. There are millions of parrots and buzzards, and worlds of mahogany and white pine timber. Back in the interior the most of the children go naked, the people are as a general rule black straight-haired negroes. The men and the women do not wear shoes. A woman servant is called a creota, and the man servant a moso. We had a moso, but no creota. We left this place in Ford cars for Porterrillas, arriving there at midnight, slept in a shack, took the Government railroad for San Pedro at 7 a. m. After we got going, the conductor came in making his collections with a big native cigar in his mouth, wearing no uniform, Western hat pulled up to a point, with a belt around his waist with a big holster carrying a six shooter. This, of course, was sufficient to make your heart stop beating, and I finally got courage enough to speak to my companions and said, "Boys, we will have to pay that sucker," which we gladly did.

We spent two days at San Pedro and on the second day Dr. Waller, an American who has lived in that country for more than twenty-five years, took us deer-hunting on horse-back. There were 11 in the party, and 12 fox hounds. When we reached the jungles, everybody anchored their horses, and we were stationed around in the jungles in open spots, the dogs were turned in and soon commenced to bawl, which indicated that they had a trail. Finally, a big buck deer came out like he had an appointment, and I had to kill him to keep him from running over me; and I am sure I was more surprised than the deer when I brought him down. Anyway, that was the first and largest deer killed on this trip, but altogether the party took in three deer, and I was as proud as a large man walking through a small town, with that deer across the back of the horse behind the saddle. The next thing that happened, a wild hog jumped up and one of the party, a native, shot him and wounded him, and the dogs surrounded him and he almost killed three dogs before another shot at him could be taken to finish him.

We left there for Puerto Cortez in a motorboat which was 43 feet long, manned by a captain and four men, for the Keys, twenty-seven miles out in the Caribbean Sea. These are a series of small islands, and a possession of British Honduras and are no larger than a city block. They are covered with cocoanut trees. The island that we landed on is called Zepatella, and is inhabited by one man and woman and two kids. We arrived 8:30 in the morning, and had breakfast and went out in the deep water in the forenoon in a row-boat, and did what they called still fishing; but I could not agree that it was still fishing, because we were riding the swells, bouncing like a cork and it kept me busy hanging on. However, some of our party did catch some jack fish. At 4:30 p. m. Mr. Emmerson hooked a king fish and scrapped with him for 43 minutes and finally brought him to the surface where he was shot by our guide with a pistol, and our moso, a big colored man, reached over the boat and caught him by the gills and with the assistance of others landed him on boat the boat; he measured 5 feet 4½ inches and weighed 105 pounds.



105 Pound Kingfish

We made a night run back to Puerto Cortez, and the steamer that we were to take for New Orleans was in the harbor. We cached the big fish in the big refrigerator, and sent a wireless message to our friends in New Orleans for a taxidermist, who was on hand to meet us and took the fish and mounted him. He was on exhibition in New Orleans for several days after he was prepared. This fish was landed with a four and one-half foot steel rod.

In conclusion, will say that with all the wild animals, crocodiles, snakes, etc., the most to be feared are ticks and jiggers; and the cure is worse than the disease, as you have to take a bath in tobacco juice to get them off of your body.

We met Messrs. Schmitz and Walters of the Field Museum while we were there and they are getting specimens for the Field Museum in Chicago.

I could write a volume, but this is sufficient to give you an idea of the Honduras Republic, which is about the size of the State of Illinois. The country is undeveloped, and has very few roads, and very few railroads, which have, of course, been promoted by the fruit people, and as a matter of fact, about everything that ever has been done is being done by the Americans. Sugar cane is adaptable and is being grown; and sugar factories have been built and put in operation recently.

## Collection of Scrap

H. W. Newlin

Having just completed the collection of scrap and roadway materials on the Iowa Division between Perry and Savanna, Ill., I herewith hand you a resumé of the manner in which the work was done and other details which were a new departure from the old way of making the collection.

We assembled five cars at Perry, four open and one box. Enough old ties were gathered to make the necessary partitions in the open cars for the proper separation of materials. The first car, a flat, was used for rail; the second car, a coal rack, was used for strictly maintenance of way materials other than rail and frogs; the third car, a coal rack, was used for frog and switch materials; the fourth car, a coal rack, was used for car and locomotive materials and the fifth car, a box, was used for easily damaged usable materials.

As a general proposition the maintenance of way materials such as spikes, bolts, rail creepers, tie plates, braces and angle bars were separated at the section tool house before loading, the work having been done by the men on instructions from the Roadmaster before the pick-up train arrived. The only problem that confronted us then was the separation of the car and locomotive materials into purely scrap and usable classes.

After the partitions had been made in the cars each space was plainly marked with the name of the material for that space and the men were instructed at every station that no material must be placed in any other bin. The roadmaster supervised the loading of the maintenance of way materials and I stayed right in the car of locomotive material car and instructed the proper separation of that material. A space in the center of car was reserved for loading the car and locomotive materials and two section men handled the sorting en route, each station's collection being sorted by the time another station was reached, in this way there was no congestion and no delay. As a matter of fact, it took less time to pick up the materials than formerly was required.

The usable car and locomotive and all other usable materials were accessible to car repairmen and others along the line who were in need of any material collected and there was no delay in getting the material out of the cars.

There was not the separation of spikes which was desired and they will be sorted at the division point before the material is turned over to the storekeeper. The roadmasters, both Mr. Murphy and Mr. Barnoske are very insistent that in the future all usable spikes must be kept out of the scrap and at each station the men were instructed as to this feature of separation. The only separation of car and locomotive materials which, I believe, we can expect of the section-men, is to keep the brake beams and couplers separate from the rest, the knuckles to go in with the couplers. However, the separation of car and locomotive materials can be done at time of loading with no more consumption of time than it would take to dump everything in one pile, (as explained above), and when this is done it means that there is no more handling, no sorting at either division points or at scrap docks and if allowed out in the picking up of scrap on every division it will mean doing away with all labor at these scrap decks, except possibly that which may be

used for classifying scrap and nothing but scrap.

The ease with which this work was done impressed upon me the fact that the proper segregating of materials can be done when the material is loaded and with no added expense and when the loading is done in that way it means that we will be able to do away entirely with all labor for sorting at the scrap docks.

While in Savanna I noted three cars loaded with materials, which had been handled by way freight pickup or some manner other than a regular pickup. These cars were all a scrambled mass of every class of material used on the railroad, almost, and the way they were loaded there wasn't a possibility of anyone picking out anything only by dumping the entire contents and handling over again. Perhaps a great deal of material that might have been all right before loading has been put out of commission, or even a possibility of saving it. This is but one of the many examples we get where there is a lack of supervision, and if these cars are to be any example of handling by way freight or anything else other than a regularly supervised pickup train, we will never get anywhere.

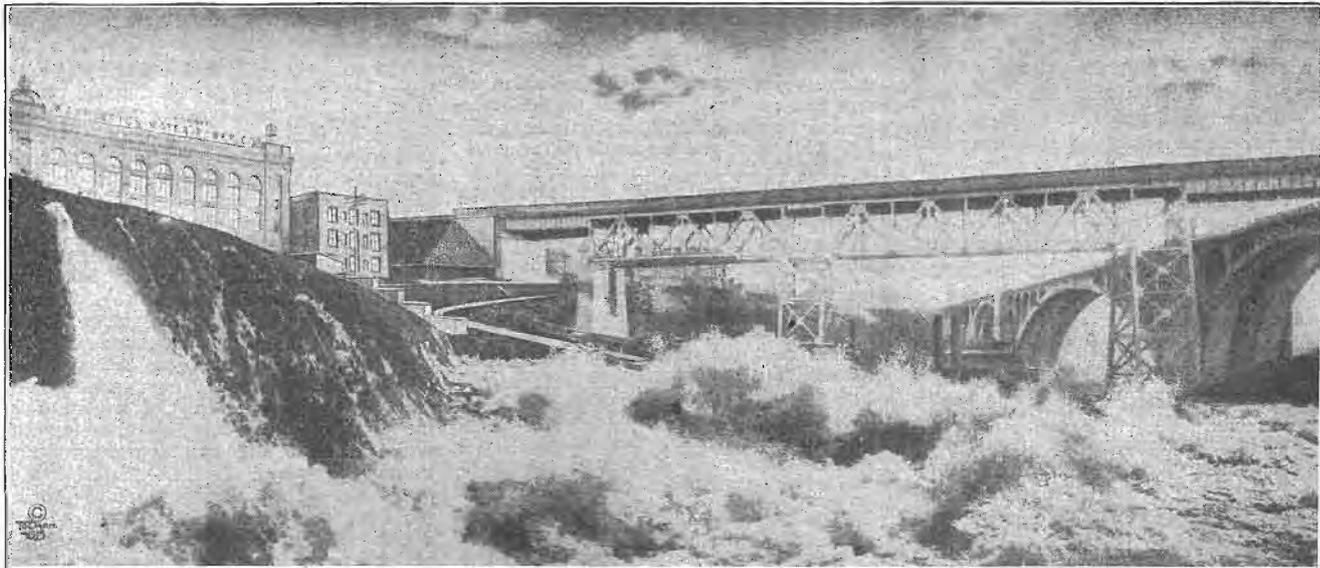
To my belief the scrap dock on the railroad is an unnecessary evil insofar as sorting of usable from strictly scrap material is concerned; and I am convinced that it can be done away with at a savings of thousands of dollars a year to the company, if we can get the collection of materials properly lined up, properly loaded and the right kind of supervision in touch with the pickup train at all times.

Both Mr. Murphy and Mr. Barnoske, roadmasters on the Iowa Division, are deserving of commendation for the efficient manner in which they handled the picking up of materials in their districts, and a word to each of them would not be out of place.

When the cars containing this material picked up on the Iowa Division reach their destination there will be no sorting, no handling whatever except to load to capacity with scrap after the usable material has been removed from its place in the car, and this has not only saved the value of the materials as scrap, but it has also saved the added expense of any more handling.



Pump Repairer Louie Moe, Northern Division, With His Birthday Cake. Count the Candles if You Can.



Lower Falls Spokane

This view clearly shows the high railway bridge over the Spokane river and lower falls in the city of Spokane which is used by the "Milwaukee" trains on their

trans-continental journey to Puget Sound. The long, concrete municipal bridge is also shown. The Post street sub-station of The

Washington Water Power Company is seen at the left and the power station of the company is seen at the right center.

## The Milwaukee's "White Coal" Sources in the State of Washington

When the Olympian and Columbian cross the Cascade mountains in the state of Washington, they draw their power from the great Long Lake plant of the Washington Water Power Company.

With general offices in Spokane and with 1457 miles of transmission lines radiating from Spokane to all important sections of eastern and central Washington and northern Idaho, The Washington Water Power Company is one of the outstanding central station companies of the west.

Five great plants on the Spokane River, with an aggregate head of 431 feet and a small plant on the Similkameen River with a head of 82 feet feed into the great network of transmission lines of this company.

The Long Lake plant is the outstanding development on the Spokane River. This river has its source at Lake Coeur d'Alene,

Idaho, just across the Idaho state line from Spokane. It flows into the Columbia River after a tumbling journey through its own canyon in eastern Washington.

A lake about 23 miles long was created by the spillway dam which blocks the river approximately 30 miles downstream from Spokane. A head of 172 feet was created by this development. The plant is one of the show places of the state and visitors are welcomed to inspect the dam and generating room, after a delightful drive from Spokane.

There are three generators now installed at the Long Lake power station, each with a generating capacity is 17,500 kilowatts, or 23,500 horsepower. The present total generating capacity is 70,500 horsepower.

A fourth generating unit is being installed this year. It will have the same capacity

as the other units, giving the plant an ultimate generating capacity of 94,000 horsepower.

The present generating capacity of the six plants of the company, excluding the new Long Lake unit, is 140,550 horsepower.

From the Long Lake plant, extending in a general southwestern direction, the 110,000 volt transmission line of the Intermountain Power Company, a subsidiary of the Washington Water Power Company, carries power 112 miles to connect the power station with lines of the Chicago, Milwaukee & St. Paul Railway at Taunton, Washington. The transmission line is of the two pole "H" type construction, with suspension type insulators.

The Washington Water Power Company, by arrangement with the "Milwaukee" has supplied power to Seattle during emergency periods through the Intermountain Power Company's connection at Taunton and a connection between the "Milwaukee" transmission line and the Puget Sound Power and Light Company's lines at Snoqualmie Falls.

Power is one of the important basic industries in the Spokane territory known as the "Inland Empire". One fifth of the potential hydro-electric power in the United States lies within the "Inland Empire". The power developments of the Washington Water Power Company have in all instances anticipated the growing demands of the large, increasing population.

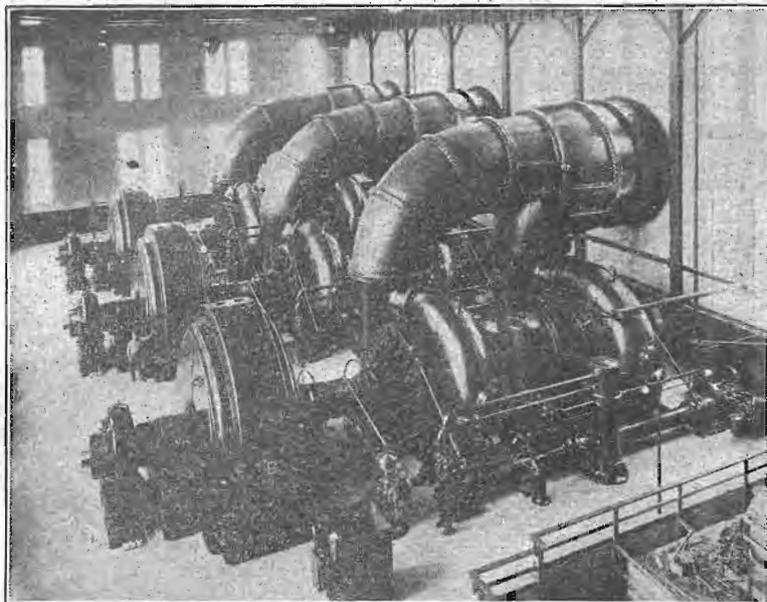
The Chicago, Milwaukee & St. Paul Railway has taken advantage of the natural power in the west. The transmission lines of the Intermountain Power Company are also connected at the west end with the transmission lines of the Puget Sound Power and Light Company and in case of necessity the latter named company is in a position to, and does furnish power to operate the "Milwaukee" trains, although ordinarily the power used in the operation of these trains comes from the power stations of the Washington Water Power Company.



Exterior of Long Lake Plant

With a drop of 172 feet in the Spokane River, a few miles below Spokane, Wash., caused by this great, concrete, spillway dam, abundant power for the entire elec-

trification of the "Milwaukee" in the state of Washington is generated in this Long Lake power station of The Washington Water Power Company.



Interior of Long Lake Plant

Three generators, each with a capacity of producing 23,500 horsepower, now turn out the electric energy for the "Milwaukee" in the state of Washington as well as feed into the great transmission system of The Washington Water Power Company.

The space to be occupied by the fourth and last generator—of a similar capacity—is seen in the foreground. When this unit is in place late this year the plant will have a generating capacity of 94,000 horsepower.

### Radio for Everybody

The following is the third of the series of articles on radio published in these columns every month.

#### III. The Series Antenna Condenser.

Materials needed:

- (1) Nine pieces of fiber  $\frac{1}{8}$  inch thick,  $\frac{1}{2}$  inch wide and 2 inches long.
- (2) Eighteen  $\frac{8}{32}$  round head, brass, machine screws  $\frac{3}{8}$  of an inch long, and with a washer and two nuts for each screw.
- (3) One-half pound of Parawax or equivalent.
- (4) One-half pound of tin foil. Many florists handle this in one pound rolls of sheets 5 inches wide and 3 to 4 feet long.
- (5) A roll of good grade paraffined paper.
- (6) Some good grade linen writing paper.

Referring now to Article II, The Grid Leak and Condenser, follow the method used there for the construction of the nine fixed condensers to be made here.

In Figure 2, note the method of folding the ends of the tin foil strips, such that  $1\frac{1}{2}$  inches of foil are needed for the formation of the terminal for the sheet, before the straight portion of the foil extending beyond and at right angles is accounted for. The "straight portion," for lack of a better name, we will consider the "active area." This active area you will remember, was assembled with the paraffined paper and wrapped around the fiber strip.

Referring to Figure 3 printed with this issue, you will note that the terminal length of  $1\frac{1}{2}$  inches just mentioned is dimensioned as is also, the width of the foil strip or 1 inch. The two folds of the terminal length as described in the article which accompanies Figure 2, are indicated by dotted lines, the first fold indicated as F1 and the second as F2.

The active area in Figure 2 is dimensioned as 5 inches long. The active area

indicated in Figure 3 is dimensioned as the variable length "A." The active area length plus the terminal length of  $1\frac{1}{2}$  inches is indicated as the variable length "B." Length "B" is then, the length of tin foil that you wish to cut, the width remaining the same as in Figure 2 and Figure 3 or 1 inch.

In Table I. following, is given the dimension "B" for each of the three capacities of condensers you are to make.

TABLE I.

	Condenser Capacity (Mfd.)	Dimension "B" (inches)
(1)	0.000025	2
(2)	0.0001	$3\frac{1}{2}$
(3)	0.0005	$11\frac{1}{2}$

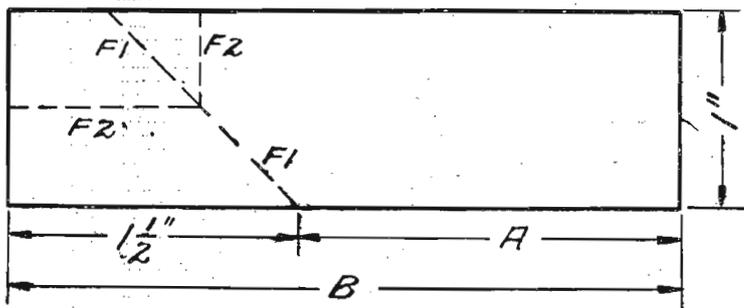


FIGURE 3

For the construction of the Series Antenna Condenser you will need 4 condensers of capacity (1), 4 of capacity (2) and 1 of capacity (3). As in Article II on the Grid Leak and Condenser you will need two strips of tin foil for each of

these condensers, and three strips of paraffined paper the dimensions for which will, as before be  $\frac{1}{4}$  of an inch wider and  $\frac{1}{2}$  an inch longer than the foil with which the strips are to be assembled. On this basis then, condenser (1) calls for 8 foil and 12 paraffined paper strips, condenser (2), 8 foil and 12 paraffined paper strips, and condenser (3) 2 foil and 3 paraffined paper strips.

Assemble these nine condensers using the same method of procedure as described for the Grid Leak and Condenser in last month's issue of the Magazine, with the exception that none of the nine condensers you construct this time are to have a second strip of fiber mounted over the first. This was so constructed before in order to furnish a surface for drawing the pencil line grid leak and to so mount it conveniently with the grid condenser. You are only constructing condensers this time and no "leaks" are necessary.

Be sure to label each condenser wrapper in ink, with the proper capacity value, before dipping it in the paraffine bath. This will be necessary at a later date in order to identify each condenser properly. A good method of procedure to save time and trouble would be to cut out all the foil and paraffined paper strips, cut to size and drill the fiber strips, assemble each condenser, seal with the linen paper wrapper, label the wrapper with the capacity value of the condenser, and when all are ready, then dip in the paraffine bath, making sure as before, that all air bubbles are allowed to escape.

#### Casus Belli

He worshiped her—

She idolized him—

They were married in June and immediately began housekeeping.

One day in September she was to give a party, after about three days of cleaning, dusting and washing, the house was spick and span—(you housewives know). He had been out in the rain all day. Came home late, wet, tired, muddy—tried the kitchen door, found it locked, this piqued him and around to the front door he went, and into the house over her immaculate carpets with his muddy shoes.

\*\*\*????!!!!

Her idol had feet of clay.

#### Then the Storm Broke

Hostess: "It looks like a storm; you had better stay with us for dinner."

Jackson—"Oh, thanks, but I don't think it's bad enough for that."—Virginia Reel.

**"Century" Service and Fuel Saving.**

Have you ever stopped to consider how much fuel is wasted on passenger trains because of slow work during station stops?

Consider the New York Central Railroad's Twentieth Century train from Chicago to New York as a striking example of prompt and precise action at stations. There is no dallying with that train, the "Century's" schedule represents elimination of unnecessary stops and delays as much, if not more, than high running speeds. This is a matter that should be given greater consideration on many railroads. Laxity and indifference to prompt action and dispatch at stations means a late train or faster running time between stations. On one railway where accurate individual fuel records of passenger power were maintained it was clearly demonstrated that efforts to make up time between stations that had been lost at station stops greatly increased the fuel consumption per car mile between terminals.

It is true that the "Century" train between New York and Chicago has little local work to do but there are cars to water, diners to be cut out, crews and engines to change, coal to shovel forward where the locomotives are run through, inspections to be made, etc. Plenty of excuse, in other words, to spend from 10 to 15 minutes instead of from 4 to 6 minutes at the intermediate terminals. Division superintendents have an excellent opportunity to speed operation, SAVE FUEL and improve the service by insisting upon quick and systematic action at each station.

The "Century" runs from Chicago to Elkhart, a distance of 101 miles, without stop. Here engine crews are changed and the coal shoveled forward in 5 or 6 minutes. At Toledo, 143 miles farther, locomotives are changed and the train dispatched within 5 minutes. At Cleveland, the next stop, water is taken and the coal is shoveled forward. The train is also inspected at this point and some mail loaded. These operations require from 6 to 7 minutes. At Collinwood the engine crews are changed with delay to train of less than 1 minute, the locomotives running through to Buffalo, a distance of 296 miles from Toledo. And so it goes. Every train is not a "Century", but the operation of this train shows what well disciplined effort can accomplish. There is no reason why the dispatch displayed in handling fast limited trains should not be applied in principle to all train movements. This is one of the superintendent's best opportunities to speed operation, save fuel, and improve the railway service to the public.

**Full Crews for the Farmers, Too**

This measure is said to have actually been proposed in the Minnesota State Legislature:

By adding to the printed bill the following:

"Section 8. Any additional charges or rates for the transportation of persons or goods required by the Interstate Commerce Commission to be paid to any railroad company as a result of its forced compliance with this Act, shall, by the Railroad and Warehouse Commission of Minnesota, be calculated and charged against and collected from the Minnesota Federation of Labor.

"Section 9. It shall be unlawful for any person engaged in agricultural pursuits in this state, who keeps and milks daily a herd of more than four cows, to milk, herd or keep more than four cows with less than a full crew, consisting of the following persons: One milker to each four cows or fraction thereof; one herdsman to each eight cows or fraction thereof, and one foreman: provided, however, that no foreman, feeder, milker or herdsman shall be so employed unless having at least one year's experience in such position, nor shall any such person be permitted to do the work appertaining to any other such position; and provided further, however; that herds of ten heifers or ten calves, or fractions thereof, less than two months old, may be manned by a crew consisting of not less than one foreman, one herder and one feeder. Wherever used in this section the feminine gender shall import the masculine, and the masculine gender shall import the feminine.

Section 10. It shall be unlawful for any person engaged in the practice of law in this state to conduct such practice or maintain an office with less than a full crew, consisting of the following persons, to-wit: One lawyer, one law clerk to each five cases or fraction thereof being attended to in said office, and one stenographer to each five cases or fraction thereof.

Section 11. It shall be unlawful for any person to engage in the business of agriculture in the State of Minnesota, or to sow or harvest any crops, with less than a full crew, consisting of the following persons, to-wit: One farmer, one stableman to each six horses or fraction thereof; one hired man to each ten acres of land under cultivation or fraction thereof; one team of horses to each ten acres under cultivation or fraction thereof; one timekeeper to each two men or fraction thereof, and one paymaster to each five men so employed or fraction thereof.

Section 12. It shall be unlawful for any person to engage in the business of raising poultry or selling eggs or herding chickens in this state with less than a full crew, consisting of the following persons, to-wit: One foreman, one feed master, one herdsman to each twelve hens or fraction thereof and to each six roosters or fraction thereof; one egg collector to each twelve hens or fraction thereof or to each six roosters or fraction thereof. Provided that the said foreman, egg collector or herdsman shall not be required to perform any of the duties of egg salesman, executioner or roost master. Any person who shall keep any chickens in violation of any of the provisions of this act shall forfeit to the person aggrieved thereby all proceeds of any product or by-product of such chickens.

Section 13. This act shall take effect and be in force from and after May 1, 1923.

**Drove Forty Miles in Auto To Restore Lost Purse to Aged Woman Passenger**

Agent Michael Burns of Green Island, Iowa, has on many occasions given proof of his devotion to the company's interests

and of his cheerful, obliging service to the company's patrons. A recent episode is therefore only further proof of his all-round efficiency and thoughtfulness.

In June 19th, an aged woman purchased a ticket at Bellevue, Iowa, for a point in Nebraska, taking Dubuque Division train to Savanna, there to catch No. 19 for Omaha. Shortly after the train left Bellevue, the agent at that point found the woman's purse, which contained quite a sum of money. He immediately wired to Savanna and Burns at Green Island picked up the message. Realizing that it was too late to catch the woman at Savanna, and knowing that 19 did not stop at Green Island, Burns wired the superintendent, telling him the situation and asking him to stop 19 at Green Island. He then started in his auto for Bellevue, arriving there, he got the purse and returned, dashing into Green Island to find 19 waiting while the train crew stood on the platform timing the cloud of dust that was approaching down the highway. The train, however, was not appreciably delayed, and the delighted woman proceeded on her trip in the possession of her lost property, and firmly persuaded that Milwaukee railroad men were the finest in the world. That was REAL SERVICE.

**Platforms**

Sam and Rastus were seated on a Jim Crow car on a southern railway, en route to a plantation for a cotton-picking season. They were discussing politics, with particular reference to the coming election. Rastus was a rabid partisan of the incumbent representative.

"Well," said Sam, "Ah likes him all right, ah guess, but his platform ain't no good."

"Platfo'm!" snorted Rastus. "Platfo'm! Say, nigger, doan' you know dat a political platfo'm is jes like a platfo'm on one o' dese yere railroad cahs—hit hain't meant to stan' on; hit's jes' meant to git on."

**CHICAGO, MILWAUKEE & ST. PAUL RY.**

RIVER DIVISION.

SCHEDULE OF THE

**PRESIDENT'S SPECIAL TRAIN**

North LaCrosse & St. Paul,

MONDAY, OCTOBER 10th, 1887.

North La Crosse	1:20 P. M.
Bridge Switch	1:30 "
River Junction	1:33 "
Dakotah	1:44 "
Richmond	1:51 "
La Moille	1:58 "
Home	2:04 "
Winnona	2:15 "
St. Peter Junction	2:17 "
Minn. City	2:25 "
Whitman	2:33 "
Minneapolis	2:43 "
Weaver	2:48 "
Kellogg	2:51 "
Midland Junction	3:03 "
Wabasha	3:12 "
Read's Landing	3:16 "
King's Cooley	3:23 "
Lake City	3:33 "
Frontenac	3:41 "
Waconia	3:59 "
Red Wing	4:10 "
Cannon Junction	4:17 "
Eggleston	4:25 "
Elter	4:33 "
East Hastings	4:46 "
Hastings	4:51 "
St. Croix Junction	4:53 "
Langdon	5:03 "
Newport	5:13 "
Dayton Bluff	5:24 "
St. Paul	5:30 "

This schedule is not for the government of trains or trainmen. It is for the information of travelers, bridge-men and stationmen only. This train will be run under telegraphic orders and will be preceded by a light engine which will be run ten minutes in advance of the time given above.

W. J. UNDERWOOD,

Superintendent.

**CHICAGO, MILWAUKEE & ST. PAUL RY.**

RIVER DIVISION.

CORRECTED SCHEDULE OF THE

**PRESIDENT'S SPECIAL TRAIN**

LaCrosse and St. Paul,

MONDAY, OCTOBER 10th, 1887.

LaCrosse	1:25 P. M.
North La Crosse	1:30 "
Bridge Switch	1:37 "
River Junction	1:40 "
Dakotah	1:50 "
Richmond	1:57 "
La Moille	2:04 "
Home	2:12 "
Winnona	2:21 "
St. Peter Junction	2:23 "
Minn. City	2:32 "
Whitman	2:40 "
Minneapolis	2:49 "
Weaver	2:54 "
Kellogg	3:05 "
Midland Junction	3:07 "
Wabasha	3:16 "
Read's Landing	3:20 "
King's Cooley	3:27 "
Lake City	3:34 "
Frontenac	3:42 "
Waconia	4:00 "
Red Wing	4:10 "
Cannon Junction	4:17 "
Eggleston	4:25 "
Elter	4:33 "
East Hastings	4:46 "
Hastings	4:51 "
St. Croix Junction	4:53 "
Langdon	5:03 "
Newport	5:13 "
Dayton Bluff	5:25 "
St. Paul	5:30 "

This schedule is not for the government of trains or trainmen. It is for the information of travelers, bridge-men and stationmen only. This train will be run under telegraphic orders and will be preceded by a light engine which will be run ten minutes in advance of the time given above.

W. J. UNDERWOOD,

Superintendent.

Two ancient train schedules of Special Train on River Division, carrying President and Mrs. Grover Cleveland on their western trip in 1887 found in an old file by Mr. J. H. Foster.



### President Byram Speaks to Employees

On Thursday afternoon, June 14, President Byram talked for a few minutes to the employes at Aberdeen, South Dakota.

At the hour appointed the settees in the large waiting room in the passenger station were rearranged, small chairs were brought in, and when Mr. Byram rose to speak the room was well filled with employes from all departments who had knocked off work for half an hour for the purpose.

Mr. Byram spoke extemporaneously as one employe to another, referring to the various railroad matters currently under discussion and explaining just what was involved in each question.

He called attention to the fact that the Interstate Commerce Commission decision as to the value of railroad property for rate making purposes was in accordance with the Valuation Act of 1913, under which all rails and ties, cars and locomotives, bridges and buildings, machinery and tools were listed and valued by Government engineering parties and railroad engineering parties that traveled over every mile of railroad; digging into the ballast to see how much had been applied, measuring cuts and fills to find out how much earth work had been done; conferring with real estate men and others in the various towns to arrive at a fair value of the right-of-way and real estate, etc., etc.

He pointed out that the values arrived at were based on the wage levels and price levels of 1913 and 1914, according to the Interstate Commerce Commission—not on the high levels during the War.

Mr. Byram referred to the politicians' talk about "watered stock" as something dragged in merely to mislead the public and cause hard feeling against the railroads and their executives.

He explained that stocks and bonds were not included in the valuation figures of the Commission which inventoried and valued only the *property* of the roads, as repeatedly stated by the Commissioners.

Speaking for the Milwaukee Road, he told the employes there was absolutely no "water" in its stock. Every dollar of stock represented a dollar of real money paid by some one and there never had been a "Melon" cut nor a stock dividend.

Mr. Byram referred to the efforts of certain prominent men to discredit the property valuation, (which has cost the Government and the railways about \$86,000,000), and to make the public believe that the present low market price of railway stock and bonds is all the roads are worth.

He reminded the employes that ten years ago these men would not accept the capitalization of the roads as representing their value, and put through the Valuation Act of 1913 to get at the real value of the *properties*,—but now that the Interstate Commerce Commission has set a figure showing that the roads are really worth as much as their capitalization, these unfair critics refuse to accept the findings because it would deprive them of an argument to use in their political campaign.

In speaking of the lack of profit from railroad operation in recent years, reference was made to the Milwaukee's deficit of 6 million dollars from last year's operations, after paying interest on bonds which represent the same thing on a railroad as the interest on the mortgage on anyone's home.

The failure of a large proportion of the railroads to make any profit from the operation of their properties since the War, Mr. Byram explained, was due to the same causes that had affected every other business to a greater or lesser degree—the much higher levels of wages, taxes, and everything the railroads have to buy. The Milwaukee, for example, earned 46 million dollars more in 1922 than in 1916, but the cost of operation was 60 million dollars more than in 1916, so that after paying the increased taxes there was a deficit last year instead of the surplus of 1916—this showing that the freight rates while higher than in 1916 were not sufficient to offset the higher costs of wages, materials, and taxes.

The movement of a heavier traffic since last summer than in any previous period and the better general operating performance in recent months, was cited as proving that the Milwaukee and other roads have not "broken down" as some unfair persons assert, but that the employes and officers working together are affording the public greater and better service than ever before.

Referring to the unjustified attacks upon the compensation of railroad executives, Mr. Byram said that the critics avoided making the logical comparison with the salaries of those occupying positions of like responsibility with other large business institutions, or even with the compensation of men who had worked their way up to the top of the various professions.

It is alleged that the salaries of railroad executives are one of the main causes of high freight rates and absorb too large a proportion of the total payroll. Taking the Milwaukee Road for an example it was shown that if all the executives whose pay was being criticised had worked for nothing in 1922 and their entire salaries had been taken from freight revenues the rate would have been reduced less than 2 thousandths of a cent per ton per mile. If the entire salaries of these executives had been distributed among the 50,000 other employes last year they would have received only an additional 36 cents each per month.

These figures show that the executive salaries have almost no effect upon rates or upon the pay of employes.

Mr. Byram's remarks were brief as his main purpose was to meet the employes and in a few words tell them facts about some of the main questions and emphasize the necessity for all employes and officers to continue to co-operate toward effective, economical operation and to discourage as far as possible any ill-advised action that would reduce revenues which have not since the War been great enough to meet payrolls, material bills, taxes, and interest.

# THE MILWAUKEE MAGAZINE

Railway Exchange Building  
Chicago

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

CARPENTER KENDALL, Editor  
Libertyville, Illinois

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## Broadcasting Railroad Information

On page 3 of this issue, President Byram makes the statement that in his travels during the past few weeks, he finds the public ready and anxious to hear and know the truth about the railroad situation. That is encouraging, because it is always so easy to "kick a man when he's down", and the railroads being "down", a certain contingent among political leaders are offering every opportunity on their side, to keep the kicking up. Mr. Byram calls on all loyal employes to help in the work of broadcasting the good and reliable information which the railroads are putting out, and to thoroughly inform themselves upon the railroad situation. He also invites them to write him what they have been doing to help the cause along, and to ask for further light in case any questions may have come up which they have been unable to answer.

## Pass the Magazine Along When You're Through With It

Calls for the Magazine come in such numbers and the regular lists already exceed the number contracted for with the publisher for this year; so it is suggested to employes who do not keep a full file to pass their copies along to those who have not received the latest issue. It might be well to have a convenient place to lay up copies which have been read, so that other employes may take them if they wish. In that way, you will be co-operating with the Editor who is not able to increase the circulation until the end of the contract year, when the contract may be changed to require a larger number to be printed.

## Vice President of B. of R. T. Speaks on Government Ownership

The following are a few extracts from an address by W. N. Doak, Vice President of the Brotherhood of Railroad Trainmen to the Chamber of Commerce of the United States in New York, on May 10, upon the question, "Do the Organized Railroad Workers Want Government Ownership?" and his answer is "No." Only lack of space prevents this Magazine from reprinting the entire address, because it is a splendid presentation of the question that is likely to absorb public attention in a marked degree at the next session of the Congress of the United States.

This is a matter which all thoughtful railroad employes should look upon from all sides, and Mr. Doak, being a "Brother-

hood" man, has presented the case quite completely from the viewpoint of the real "rail."

"Labor's interest in adequate financial support for the railroads must be apparent to all. Too often, however, labor is placed in an awkward position on this subject and frequently misunderstood, in general being misunderstood and misrepresented many times both by those within and without the labor movement.

"What could be of more importance to a working man than to know that his wages will be promptly and properly paid when due for services rendered? What of more interest to him than to know he is secure in his employment, that his wages will be fair, his conditions of employment good and wholesome, secure in his opportunity to lay away something for old age or sickness and assured of good treatment in his work?"

"Added thereto is the pride that comes to every loyal employe in knowing that his employing company is prosperous. His interests are subordinate to none.

"Upon the financial stability of the railroad depends all of these desirable conditions.

\* \* \*

"We must have transportation under either private or public ownership. If we do not join hands in making private ownership a success, then the other step must be taken.

"Let us see what we are already paying now to run the different governments in the United States, or as some one has so aptly put it, 'what it cost to be governed.' There are 2,000,000 office holders already on the pay rolls of the country. Mr. William P. Helm, Jr., of this city submits the cost of maintaining the various governments in the United States as follows:

Cost of maintaining the Federal Government .....	\$4,666,671,954
Cost of maintaining 48 State Governments .....	1,008,540,232
Cost of maintaining 253 municipal governments in cities of less than 2,500 inhabitants .....	1,638,296,052
Cost of maintaining the municipal governments in all towns and cities of from 2,500 to 30,000 population ..	431,287,059
Cost of maintaining municipal governments in 12,905 incorporated communities of less than 2,500 inhabitants .....	123,147,687
Cost of maintaining county governments in the 48 states .....	592,068,972

Total cost of American Governments in 1921 .....

\$8,460,011,587  
"Add to this immense amount the more than 2,000,000 railroad employes and we would find that there would be 4,000,000 Government employes, with a probable total dependency on governmental pay of 20,000,000, or for each five of the population there would be one government dependent.

"Does railroad labor believe in Federal ownership, control or operation? is a question asked so many times by the general public.

"My answer is NO! None of these are desirable, nor should they be resorted to except as a last resort. Many of the public have been told and many believe that the railroad employes as a whole have endorsed Government ownership and tripar-

tite control. It is true that a number of organizations at one time declared in favor of such a plan; however, ours did not, because we found it objectionable and, generally speaking, unsound, being purely an untried theory.

"The majority of railroad employes want freedom of action and the right to deal with their employer, through their regularly constituted committees and representatives rather than being governed by boards or commissions. They prefer meeting in conference, and even though there might be an occasional disagreement or even a strike once in a while on some line, it speaks better for the industry and more good can be accomplished by handling matters as of old around the conference table.

\* \* \*

"In passing let me set at rest any thought that the managements of the railroads are held in disdain by the railroad employes or that there is any great friction between the two. The most cordial relations exist and the most wholesome respect and good will is entertained one for the other. In most instances the operating officers of the various lines are promoted employes who have come up through the ranks. There is today insofar as we are concerned no trouble of any kind with the management, neither is there any friction; so you may be assured that industrial peace is everywhere apparent insofar as the railroads and the transportation employes are concerned.

We are all tired of strife. Let us then have peace, peace by right not by might nor through temporary advantage, but by justice, and justice can never be administered unless it is based on right.

"Encourage us to respect each other, to work together and railroad together for the general good. Teach us to spend less time and finances in preparing for war between ourselves and to devote it to our mutual good, which becomes the general good. Set before us the example of mutual good will and wholesome regard by treating us both alike fairly, firmly and justly. The railroads are all right and the employes are likewise."

## 13th Engineers (Ry) U. S. A. Plan Huge Reunion July 13

With the same spirit that made the 13th Engineers the most famous railroad regiment in France behind the plan to bring this group of men together in Chicago on Friday, July 13 plans are nearing perfection to give the "Buddies" the time of their life on this memorial day.

The editor of this magazine urges every man that can possibly attend to do so as here is one institution in American history that must not die.

With each year we grow older and further apart from those scenes that make memories worthy the thought. Friends are a man's biggest asset in life and he should always keep them intact by availing himself of their companionship.

To divulge just what is going to take place on Friday, the 13th would be spoiling the expectation and very joy of the occasion; All we can say is "BUDDIE BE THERE"

So there may be no mar to the plan just drop a postal card to C. M. Hadley, Room 1113 Railway Exchange Bldg, Chicago.

# How Our Freight Cars are Repaired Being Article No. 4 of a Series Dealing with the Work of the Car Department

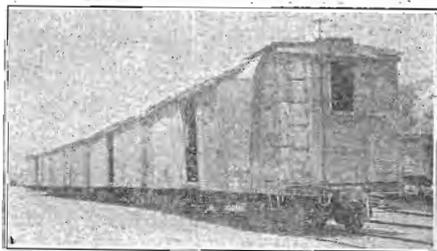
C. G. JUNEAU

A farmer at one time found it necessary to economize, and decided to cut down his horse's feed by 50 per cent. The horse appeared to do as well on half the feed, so he continued reducing the quantity, until, as he explained to a neighbor—"I had just got him down to living on nothing when the brute went and died on me."

The same thing happens to many of our freight cars. Unfortunately it has not been possible, as yet, to arrange a regular shopping period for freight cars, as is in operation for passenger cars. As a result freight cars remain in service until failures, trivial or serious, occur, and they are then sent to the repair track. If it were possible to get cars to the shops at regular intervals before they failed in service, the undertaking of repairing them and keeping them in shape to run their allotted journeys without interruption would be much simplified.

Cars are built in series—generally several hundreds or thousands just alike. After they have been in service for periods of five to ten years, they begin to fail from one cause or another. Just a matter of finding the weakest link. A study is made of these failures, so that in the repairing the weak parts may be strengthened.

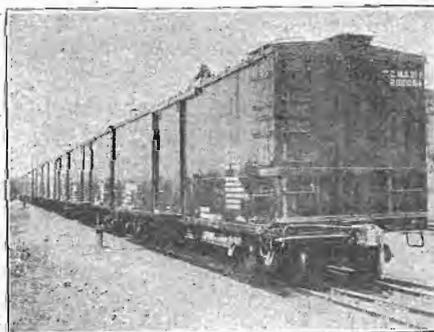
Prior to the road being extended to the coast it was not necessary to have cars of such strong construction. The Milwaukee was then a central compact system, with a large proportion of interchange points, and the problems of transportation were entirely different to those presented by transcontinental haulage over several ranges of mountains. As a result of the changed character of the road equipment previously quite suitable for the successful transportation of freight has had to be almost wholly reconstructed in many cases in order to meet the demands now made upon it. The work confronting shop points in the handling of freight cars is, therefore, not merely a matter of repairs, but of alterations and changes—known as Additions and Betterments.



Schedule No. 5 Before Going to the Repair Track

In order to handle the proposition shop points have been established at Chicago, Milwaukee, Green Bay, Dubuque, Minneapolis, Terre Haute, Miles City, Deer Lodge and Tacoma. Intermediate repair points varying in size and character according to local requirements, have been provided at places of vantage along the line between shops. Schedules have been prepared covering the repairs to every class

of car, with the exception of those built during the past two years. The work is allotted to shops in accordance with its ability to handle to advantage and car requirements of the local territory. For instance, Chicago handles Schedule No. 32 work, which is the overhauling of steel underframe gondolas, because considerable steel work is involved, and cars are required in that area for coal loading. Tacoma handles Schedule No. 5 work, which is repairing box cars in certain series, as a good deal of lumber is used in this work, and Tacoma is the center of large timber



Schedule No. 5 Ready to Leave

industries, while the cars are wanted in that vicinity for grain and lumber loading as soon as they leave the repair tracks.

The visitor to Tacoma shops will probably be surprised at the amount of detailed organization brought into play in the repairing of schedule cars—which is typical of the work of repairing freight cars on the Milwaukee. At the present time schedule 3-4-4A-5 and 16 work is being handled, and the output is approximately 300 cars a month. Seven hundred men are employed on this work, exclusive of the manufacturing end—the mill, large forging shop, tin shops, air brake department, etc.

Cars coming in for schedule repairs pass over a so-called stripping track, where they are "stripped to the bone." From there they go to one or the other of 11 tracks used for their reception. These tracks hold altogether about 175 cars, set in just far enough apart to permit all trucks to be run out simultaneously. They are jacked up immediately on arrival, set on horses, and trucks run out. The material required for each car is brought out, in accordance with previously prepared lists, and set beside the cars, so that work can proceed without interruption or loss of time. Work is carried out under the unit system, and is so arranged that one gang does not interfere with the work of another. While the body of the car is being repaired, trucksmiths overhaul the trucks, and at the same time air brake men remove and clean the triples, cylinders, etc., make necessary alterations to standard, and reset the brake rigging to give a pre-determined ratio of braking power. The final operation is the painting of the car, after which it is ready to leave the

repair track. As the cars leave they pass over scales, where they are weighed, and weight is stencilled on each car. Within a few hours of cars leaving the repair tracks they are set in at industries for loading, generally with high class freight for long haulage.

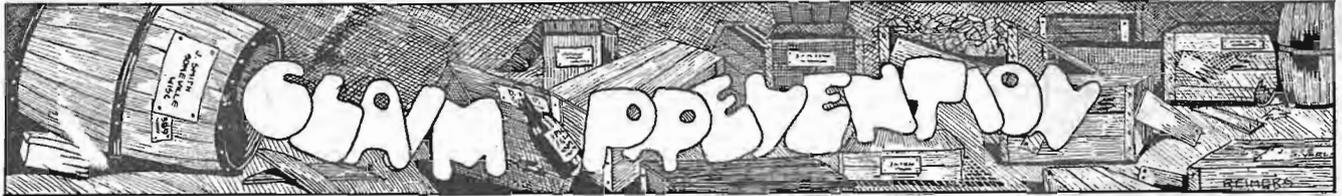
The whole operation at Tacoma is like clock-work. Cars go in one entrance all "shot to pieces," and emerge from another looking like new cars. Each foreman in charge of an operation has his own inspectors to watch all phases of the work he is responsible for to see that it is properly carried out, so that a car will not be found defective at final inspection, requiring setting back and perhaps partially taking down again. As many as 45 cars are pulled from the repair tracks at the same time, and they make a pretty picture—all plumb, square and straight, nicely painted and stencilled, with a look about them as if to say, "We belong to the Milwaukee." Cost of repairs varies from \$600.00 to \$900.00, according to the condition of the car when it reaches the repair track. The comparative cost of the work described—repairs to box cars in all cases—at Tacoma is very favorable, as it is a practical point for such work. While the center of large lumber industries, it is also the home of iron manufacturing plants, steel castings, gray iron castings, wheel foundry, etc., and materials required can be obtained in the course of a few hours. This is a big factor in connection with economical operation, as experience has shown that shortage of any one article ultimately reflects in an increased cost of repairs.

When a schedule is prepared for a series of cars, the blue prints covering the work are sent to the points concerned. Usually a sample car is prepared at the place or places at which the work is to be done, and by this means all supervisory forces are educated as to what is wanted, and the best means of handling the work is arrived at.

Schedule cars, when returned to service, present a neat appearance, and are ready for long haulage in heavy trains, without fear of trouble developing, outside of abuse or accidents. They carry our highest class freight from the Pacific to the Atlantic, and are seldom seen on repair tracks. They represent first class workmanship, and are a contribution from the Car Department towards those factors which enable us to say—

"All trains on time, passenger AND FREIGHT."

A base ball team composed of employees to represent the Dubuque store department has been organized under the able leadership of Henry Basten. The team follows: Barney Detten, pitcher, John Toll, catcher, Charles Muggenberg, first base, Johannes X Jeez, second base, Adolph Pitzner, third base, Dinny Sullivan, short stop, Fred Fischer, right field, Christoforo Russellio, center field, John Leik, left field, Henry Basten, manager.



### Our First Big Campaign Loss and Damage Caused by Rough Handling and Defective Equipment to be Abolished

Up to this time the claim prevention work that has engaged all of us the past two years has been conducted without any of the spectacular campaigns or drives against particular claim causes which have marked the efforts of so many other railroads in claim prevention.

It was thought best by your general committee, freight claim prevention, to carry on our prevention work quietly and conservatively until such time as your efforts had built a solid foundation of care and efficiency in handling freight on which to base special drives or campaigns.

It is felt now, however, that we might undertake on a very big scale, with the promise of most excellent results, a special campaign on loss and damage caused by rough handling and defective equipment. It is planned to make this, "Our First Big Campaign," surpass anything of the kind attempted heretofore on our own road or elsewhere.

Loss and damage resulting from rough handling and defective equipment accounts for fully one-third of the total money we use in paying claims. This one fact will indicate clearly the claim prevention possibilities in any work looking to the elimination of rough handling and defective equipment.

The plan, in brief, is to seek the willing help and full co-operation of every single individual on the railroad during the coming three months of July, August and September to the end that in that period loss and damage to freight by rough handling or defective equipment will be cut to the irreducible minimum.

Every yardmaster on the system will be asked to organize his forces against rough handling in yards, improper make-up of trains, etc., etc. Every agent on the line will prepare to prevent the rough handling of freight in the freight houses and all enginemen and trainmen will be asked to do their part in taking freight over the road. Agents, yardmasters, conductors and dispatchers will watch more closely than ever before to prevent loading of defective equipment.

Your help in this campaign will have been solicited through other channels before you see these remarks in the Magazine but it is hoped that what you read here will bring to you a keener appreciation of the importance of the campaign in which you are asked to engage.

Just remember that in the short period July to September it is entirely possible, and we may reasonably expect to prevent loss and damage claims to the astonishing extent of one-quarter of a million dollars (\$25,000.00), which, without this campaign, might be filed against us.

Is a campaign of this size, that will probably prevent \$250,000.00 worth of freight losses, important enough to engage your attention to help? If so jump in with both feet (and bring your head) and help make our first big campaign a real success.

### Loss and Damage from Defective Equipment

Those concerned with the reduction of loss and damage claims have made campaign after campaign to reduce the amount of claims due to

Drayman: "I will sign for that case in bad order."

Delivery Clerk: "No sir. We will check contents and then you can receipt for actual conditions."

Legible Waybilling Will Save Trouble and Money and Prevent Claims.

1—Always use typewriter for making waybills when available. If not, use pen and ink, writing legibly. **DO NOT USE BLACK LEAD PENCIL**, and if indelible pencil is used, set the writing with damp cloth. Write carefully and legibly.

2—In writing dates do not use numerals for month, but use proper abbreviation, and write the year in full, viz., Nov. 10, 1922, not 11/10/22. This will avoid mix-ups in reporting and filing.

3—Write only one item on a line and do not crowd unnecessarily, using blanket-size waybill if required.

4—Use blanket bill for household goods if number of items justifies, one item on a line, and show piece number opposite each item, thus: 1 Bx HH Goods (No.1) 265 lbs., etc.

5—Do not use improper or doubtful abbreviations, particularly as to commodity, and do not use trade names only. Write the items so there will

loss and damage caused by faulty and defective equipment. This is as it should be, for such losses are enormous and in most cases to be avoided. Such losses include claims arising on account of leaky roofs, which may result in damage to contents of car, also doors that may permit the commodities to become wet; nails, bolts and other protruding elements inside the car that may cause damage; dirty and oily floors, also doors that may likewise cause damage to the lading; together with leaks in floor and siding, permitting bulk loads to lose out.

These are all losses which may be eliminated or reduced to a minimum by adequate shop repairs and more careful inspection, particularly the latter. Much has been and is being accomplished in reducing the amount of claims arising from such loss and damage, but the amount is still enormous, and to be sufficiently reduced there must be hearty co-operation from every department of the railroad, not only co-operation of inspectors and others in the mechanical department, but of employes in the operating department as well. Traffic men must also cooperate by teaching shippers correct methods of packing various kinds of merchandise, proper box construction, keeping them posted on car loading rules and classification requirements, and encouraging them to study the causes of their claims.

There is a work for all in cutting down the almost unbelievable amount of losses resulting from this one cause, namely, defective equipment.

### Icing Cars and Records of Icing

The season is now at hand when icing service is utilized to a large extent to properly protect the movement of all classes of perishable traffic, and it is pertinent to call attention at this time to the necessity of exercising close supervision over the inspection of bunkers of refrigerator cars on arrival at icing stations, hold points and final destinations.

A careful inspection should be made on arrival, and an accurate record maintained as to amount of ice in bunkers of cars. If this practice is rigidly enforced it will tend to obviate disputes with shipper as to amount of ice in bunkers on arrival of cars at intermediate hold points and final destination and the questioning by shippers of the amount of ice supplied when re-icing service is performed.

### Make a Proper Delivery and Get a Proper Receipt

In the consummation of every business transaction there is always one special person designated to "CLOSE THE DEAL," and in the great business of transportation the delivery clerk is this special person, designated by the Railroad Company to protect its interests and he controls the last, but by no means the least important step in the transportation of freight. The proper delivery of freight and the obtaining of a proper receipt therefor terminates the railroad's responsibility, and for that reason it is of the utmost importance that this transaction be carried out correctly so that no one will be able to contest the validity of the receipt.

The ways in which the delivery clerk can help to prevent freight loss and damage are countless, but four of his most important responsibilities are:

First, to exercise general supervision over truckers working in your section and see that they handle freight carefully and stow it in the proper location.

Second, to make certain that you deliver freight only to the right person.

Third, to see that consignee or his accredited representative receives what his freight bill calls for and no more, and that marks on packages correspond exactly with those shown on the delivery receipt.

Fourth, to obtain a properly executed receipt for all goods delivered, signed by the consignee or his authorized representative.

When freight is received in your section, assemble it in shipment order in the designated place so that it can be readily located when called for. A good motto for every employe who delivers freight is, "Handle it as though it were your own." **KEEP YOUR SECTION CLEAN, AND YOUR FREIGHT PROPERLY PILED**, which will enable you to make proper and quick delivery, avoid extra labor to house forces, and delay to consignee's trucks. **CHECK YOUR FREIGHT ON HAND** with delivery receipts daily, to facilitate the collection of storage charges, the disposal of freight uncalled for, and to locate any additional marks that might be of use in locating consignee. If a package occupies one spot too long, find out why. Keep your "Over" and "Refused" freight segregated. Also, be always on the lookout for an **ORDER NOTIFY** shipment which perhaps has not been properly described on the freight bill and delivery receipt.

It is a good plan to keep shipments of cigarettes, shoes, candy and other freight likely to be pilfered, on the inside of the house away from the delivery doors. Keep your eye on the driveway side and do not leave your section without arranging for someone to protect it in your absence. Do not permit consignees or draymen to wander through the freight house and help themselves to their shipments.

Delivery of freight must only be made upon surrender of original paid freight bill, arrival notice properly endorsed, or upon written orders approved by the Agent. After you have satisfied yourself that the party calling for the

be no question at destination as to what the items covers. Unless an abbreviation is unmistakable, it must not be used. If shippers abbreviate too much, handle for correction. Description of freight should be unmistakable.

6—Be careful to show kind of package, such as Case, Box, Barrel, Bundle, Crate or Carton. Do not use "CRT" for both crate and carton. Always show case or bale numbers when given.

7—In making notations on waybills, place them so they will not cover up other valuable information, keeping them out of the revenue columns, and if they are lengthy, put them on the back of waybill, with notation to that effect on the face, in order to comply with Accounting Ass'n. regulations that all essential information must appear on face of waybills.

shipment is entitled to receive it, careful check should be made as each piece is delivered, and all identification marks such as case numbers, invoice numbers, etc., should be recorded on the delivery receipt, and your check should be made on delivery receipt for each piece delivered.

Notations concerning shortage, or damaged condition of shipment should be made only at time of delivery and when requested by consignee or his representative. Do not make any notation until you have checked the freight, then use your exception stamp, recording alike on the freight bill and delivery receipt, in ink, a full and complete report of conditions as they actually exist. With furniture, stoves, etc., get the manufacturers' catalog number, also give complete description of the broken part. In the case of shortage, your notation should so record that it can readily be determined just what part of the shipment is short. Always weigh a shipment on which there is an exception, as the actual weight of freight delivered is often one of the most important factors in the settlement of claim. Be specific in your exception notations, so that the so-inclined consignee cannot use it to cover a greater loss or damage to an article of greater value than that actually received.

The exception must be signed with Agent's name and your name, also the date must always appear thereon. As your notation is made the basis for claim, you will readily see the importance of being specific in your description of the loss or damage, so that the amount paid will represent a just settlement in accordance with the actual condition of the freight as you delivered it.

Always endeavor to maintain that ever-essential "Good Feeling" with the consignees, their employes and draymen. They can assist you in many ways if they have confidence in you. Most receivers are likewise shippers, and any friction may reflect itself in outbound business which is vitally essential to all carriers.

You play one of the leading parts in claim prevention activities. We appreciate your good work in the past and we are counting upon you to help us make further reductions in the loss and damage waste this year.

## The Passing Track

Superintendent—How many cars have you on hand?

Foreman—I couldn't tell you off hand.

Super—Dammit, man, I said on hand.  
—Lemon Punch.

### Heard at the Navy Crew Race

Biddie—I suppose you have been in the navy so long you are accustomed to sea legs?

Middie—Lady, I wasn't even looking.  
—Tiger.

### Had Enough

Lawyer (to Pat, who had fallen from a street car)—I presume you wish to sue for damages?

Pat—Not on your loife! I'm damaged enough now.

### Same Feeling

"Have you ever taken a tail-spin in an airplane?"

"No, but I've been called upon unexpectedly to make a speech, and I guess the sensation is about the same."—*Detroit Free Press.*

### Asking Too Much

Pratt: "Let me try on the suit in the window, my good man."

Clerk: "Sorry, sir, but you'll have to use the dressing-room."—*Selected.*

### Precisely

The irate customer shook his portrait in the photographer's face:

"Do I look like this picture? Why, the thing's an outrage. You've given me an awful squint and the look of a prizefighter. Now, answer me, and no nonsense about it. Do you call that a good likeness?"

The photographer scanned the print and then looked at the customer.

"The answer," he said, "is in the negative."—*Exchange.*

### Just Fine

A well known Pennsylvania oil man who has a farm on which he raises a fancy breed of "porkers", otherwise described as pigs, recently gave several small pigs to a little boy. Some time thereafter the oil man was passing the boy's yard and seeing him about asked:

"How are the pigs today?"

"Oh, just fine," replied the kid, "how are all your folks?"—*Exchange.*

### Teacher's Mistake

John—"Teacher, can anyone be punished for something he didn't do?"

Teacher—"Why, no; of course not."

John—"Well, I haven't done my arithmetic."

### He'll Get Ahead

A want ad for an office boy brought many applicants. One little fellow gave the young lady at the information desk a scribbled note for immediate delivery to the boss, which when opened read:

"I'm the last kid in the line. Don't do anything until you see me."

He got the job. He used his head.—*Exchange.*

### • But We Work for Ours

Three boys were boasting about the earning capacity of their fathers. The first said:

"My father can write a few lines and call it poetry and sell it for \$10."

The second said:

"My father can draw a few lines and put a few dots on them and call it music and sell it for \$25."

The third said:

"That's nothing. My father is a preacher and he can write a few lines and get up in church and say them and it takes six men to carry the money down the aisle."—*Exchange.*



### "One Percenters"

I have been actively interested in Safety First for the past ten years and am very anxious that this railroad grow better each year. And yet, during the past few weeks I saw a brakeman hanging between two moving cars, trying to kick an air hose tight to stop it from leaking. I saw a car man climb under a standing train, when he could easily have walked around it. I saw an agent backing his truck load of trunks on station platform, without some one in back to warn persons. I saw a car cleaner throw several boards out of a car, with nails sticking up in the boards. I saw an office clerk walk closely behind a standing train and onto another track without looking in either direction, just straight ahead. I saw a conductor kicking over a draw bar when cars were about to couple; an engineer approach a grade crossing without sounding his whistle. I saw an operator, who had not lighted his signal lanterns at sunset.

I saw all of the above within the short space of two weeks and conclusions would lead one to believe that Safety First is a failure; that it had not accomplished anything in its long existence. Such a conclusion is far from the truth, the men who took the long chances as enumerated above are the one-out-of-the-hundred, who have not yet learned the principle. They have been lucky and escaped getting hurt while doing these thoughtless acts, therefore the Safety First idea has not penetrated into their being and unless warned by their fellow workers, they will continue to do so until they are injured or killed.

These men are what I term "one-percenters" and it is their utter disregard for the safe way of doing things which runs the figures up on the list of accidents and deaths, and makes it seem as though we had not accomplished anything in our long efforts to make the railroad game as safe if not safer than any other industry. It remains for the 99% of the employees, who are following the teachings of Safety First, to take these employees who are following the careless methods, talk to them earnestly, show them that by their thoughtless act they might be the cause of some one's injury or even death and even if only injured they certainly know that it puts the safe man in a sad predicament when he knows that the instrument which he has been moving; namely the engine or the cars or the truck, caused such an injury. It really hurts the one who al-

though not responsible for the accident is the one who furnished the movement which resulted in the mishap to the unfortunate person. I have heard many such expressions of sorrow from such persons and believe me although they are entirely blameless they nevertheless take such accidents to heart and grieve over their part in it.

Let us practice Safety First all of the time, and by so doing not cause our fel-

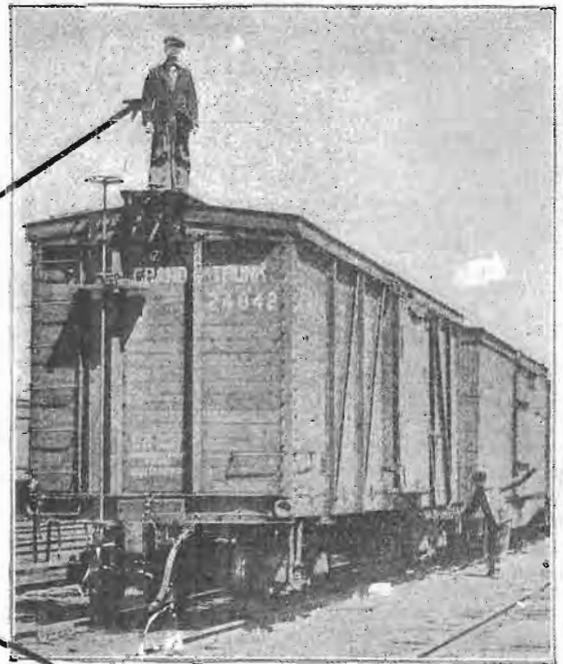
low workers any worry or grief. If you are guilty of any unsafe acts; now, today, is the time to resolve that never again will you jeopardize your own life and limb nor any careless move of yours, be responsible for an accident to another. Most deaths mean sorrow, privations and misery. Many accidents cause dependency, misery and are so unfortunate.

It's a far cry from today back to the

No. R. 142

# STAND BACK

He is standing too close to the edge. If the car is bumped he cannot prevent a fall.



Stand as near the center of the car as possible and if a bump occurs you can

## Brace Yourself



National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

other days before his humanitarian slogan "SAFETY FIRST" was started. It has accomplished much, so much, that today it is safer on railroad train than any other place and long ago our wives and sweet-hearts and mothers have ceased to grieve and grow sorrowful at the beginning of each trip, fearing all the time we are out on our run and that we may not return, or if we do we would be brought back to them maimed and crippled for life. I am glad to say those days are gone forever. Let us pause for a moment or two and go back in fancy to those other days when a railroad man's job was very dangerous, in fact, the hazards one had to endure on an ordinary run would worry a man into his grave these days if he had to dodge so many obstacles that seemingly were placed in his way, buildings, sheds, switches, wagons, in fact any old thing was left too close to tracks and constantly some one was being dragged off the side of a car or knocked off top by low hanging wires or something projecting from a nearby building. So much old material, tires, timbers, cinders and what not were strewn through yards and along side of tracks that one had to be an acrobat to get over and around it. In truth, all the hazards were taken as a matter of fact and when a man joined the ranks of railroads he was supposed to accept this dangerous condition. I believe Safety First is quite generally absorbed with only an occasional man taking the long chance, "Flirting with the undertaker" as it were. But I think that all new employes should go before the District Safety First Supervisor and be instructed in general Safety First practices. This method would prevent the new men from starting out wrong.

Let's follow Dr. Coues' suggestion and get safer and safer in every way every day.

P. X. Kennedy,  
Agent Iowa & Minnesota Division.  
Montgomery, Minn.

### The Primary Lesson

The primary lesson in Safety First is to impress upon the railroad man the fact that he must keep his mind on his work, giving it his undivided attention at all times WHEN ON DUTY.

The careful man, who has escaped injury to himself or has not been responsible for injury to others may suddenly meet with mishap. When questioned as to the cause, he may reply, "I was thinking of something else at that minute." That's just it. His record may have gone on unblemished indefinitely if he had adhered strictly to that idea of thinking only of his work while on the job.

Regular Safety First meetings offer an opportunity for discussion of new and ever arising dangers, make allowance for a number of Safety suggestions from which the best may be selected for direct application, teach the men proper Safety First methods, correct usages of Safety appliances and keep alive the SAFETY FIRST idea.

To obtain the desired results, the man should be shown how to perform his work with the greatest safety, not permitting speed to override carefulness.

Merely telling him how it should be done is not sufficient—actual demonstration puts it across ten times as well. Signs may be liberally posted, but become commonplace and are finally disregarded entirely. For instance, "STOP! LOOK! LIS-

TEN!!" the prize winner warning used at practically every railroad crossing is fast losing out, going unheeded—simply getting stale. Posters displaying the gruesome-ness of accidents and catchy and novel warnings used occasionally tend to keep before the eyes of the railroad world the small dangers as well as the big ones.

It is logical enough that a man will use care where his own safety is concerned, but actual facts show that even this is not always true. Consequently, if a man is careless about his own safety, the other fellow is put in danger as well. If every one is taught the how, why and whereof of Safety First and learns to live up to it, he will be mechanically safeguarding the other while he is protecting himself.

Traveling Engineer Bates,  
C. M. & G. Railroad.

### Duties of a Safety First Committeeman

The duties of a Safety First committeeman and the opportunities he has of helping his fellow men make the position one that gives him a chance to study the question of avoiding accidents from every angle. The constant study of Safety First can have but one effect and that is to make him a more safe man to work with. Study is educational and the more we study the subject the better we are prepared to select the SAFE and discontinue the UNSAFE practices. This should be the first duty of a Safety First committeeman. Get the right ideas, talk them, practice them and make his co-workers wherever he may be employed, see that the work of avoiding accidents can not all be done by the committee, but that we need the assistance of every employe to bring about the desired results, that of educating every employe to become 100 per cent careful at all times. The live committeeman has his eyes open at all times for unsafe conditions. Then he reports and insists on their correction. The last report of the Chicago Terminal Safety First committee showed that every proposition of unsafe conditions which had been previously reported, had been corrected with the exception of two and these had been referred to the proper authorities for immediate correction. This is only a part of the work of a committeeman. Stringent laws have been enacted compelling safe guards to be placed around employes at all times, but no laws have been enacted compelling employes to adopt and practice the careful habits that will reduce the accidents to a degree equal to those avoided by law forced conditions. This part of the program has been left to this committee to work out through a channel of education. The result of this part of the committeeman's work is being very closely watched by all.

Will we be able to watch the accident list grow less and less each day? I feel that we will if we never tire of talking to others of the necessity of adopting only safe methods to do their work. Speak to them today and again tomorrow and if necessary the next day, until they become just as enthusiastic about Safety First as you are.

Watch carefully the unsafe conditions, and the unsafe practices of your co-workers, then get on the job and see to it personally that both are corrected. The Safety First committeeman is in reality a missionary sent among his associates for the sole purpose of helping them to adopt "habits of safety" that will eventually save them the suffering and agony that accidents are sure to bring.

It has been said that "Greater love hath

no man than that he lay down his life for another." But I believe that the man who by his exemplary habits has shown others how to save their own lives, will not come far from receiving as much honor as he who died for his fellow man. The prevention of accidents should be upper-most in our minds at all time if we are to get the results that we are working for—that of eliminating every accident that can be laid directly at any man's door.

Yours for SAFETY FIRST,  
Guy E. Sampson.

### Shop and Store Accountants' Meeting

A meeting of division, shop and district store accountants of Lines West was held in the auditor of expenditure's office, May 23, 24 and 25, 1923.

The subjects discussed at the meeting were: CIRCULAR INSTRUCTIONS, UNIFORMITY IN PREPARING DIVISION RECORDS, DIVISION ACCOUNTING FORMS and the RELATIONSHIP OF THE WORK PERFORMED BY THE ACCOUNTANTS TO THE AUDITOR OF EXPENDITURE.

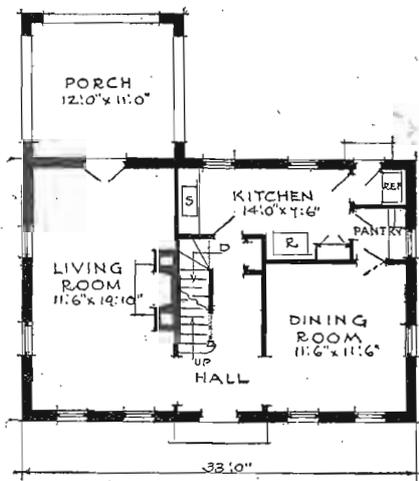
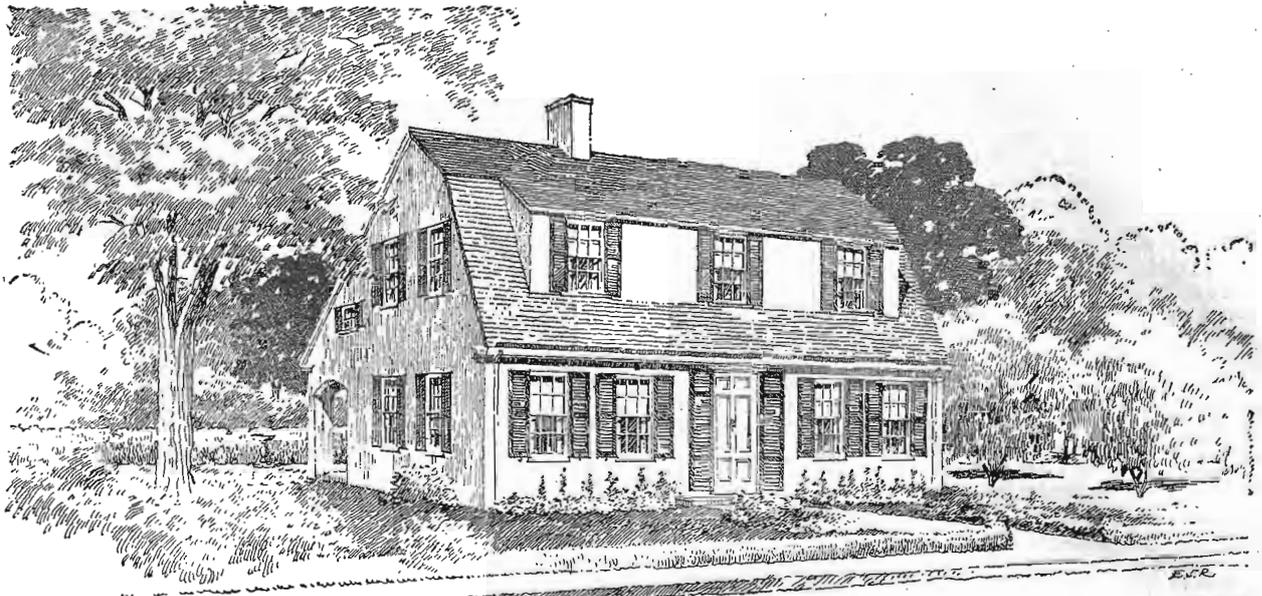
At the close of the discussion, visits were made to the various bureaus in the auditor of expenditure's office, and the work performed in each was explained in detail.

Those in attendance were: H. E. Hatch, division accountant, Coast Division; Geo. Pyette, division accountant, Tacoma shops; E. T. Brewster, district store accountant, Tacoma district store; P. S. Dunn, division accountant, Bellingham Division; A. A. DeLeo, division accountant, Olympic Division; J. R. Clarke, division accountant, Idaho Division; Wm. O'Reilly, chief clerk, R. M. and Msla. Division; H. Ellis, district store accountant, Deer Lodge Dist. Store; O. P. Porter, division accountant, Northern Montana Division; G. W. Knowles, division accountant, Musselshell Division; B. F. Shields, division accountant, Trans-Missouri Division; F. F. Grabenstein, traveling accountant, Lines West; J. S. Strassman, traveling accountant, Lines West; Thos. Hughes, traveling accountant, Lines West; R. W. Mook, traveling accountant, Lines West.

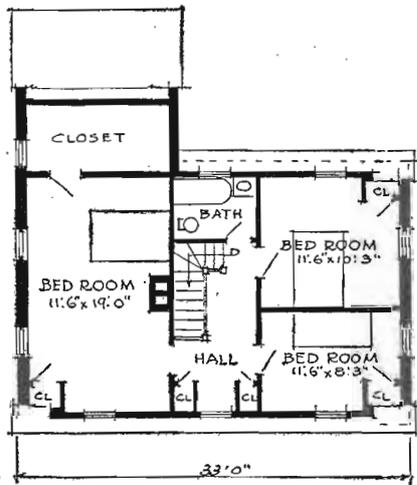
By the number of good points brought out and explained, and from the general impression of all in attendance, the meeting was very beneficial to all concerned. It afforded means of acquaintanceship and brought out the purpose of the different requirements of the auditor of expenditure's office.



Prize Sign Awarded to Section Foreman Pando Pop Yancheff, Little Plummer, Idaho, by General Manager M. Nicholson, for having the best track of any section on the Idaho Division. Roadmaster C. F. Allen is standing to the right.



FIRST FLOOR PLAN



SECOND FLOOR PLAN

**A Pretty New England Colonial Design**

The variations on the so-called "Colonial House" plan are many and attractive; but the generally accepted is the "hall in the middle," a long living room with a fine big fireplace on one side and the dining-room, etc., on the other side. The stucco house shown here has this first floor plan. The living room is nearly twenty feet long and contains four windows. To the right of the entrance hall is the dining room which is 11 feet, 6 inches square. The remainder of this floor is taken up with kitchen, pantry and other service equipment. The porch off the living room is a fine feature.

The second floor arrangement shows three bed rooms and bath. Five small and one extra large closet give ample storage space.

The width of the house is 35 feet, calling for a lot not less than forty-five to fifty feet wide, with a southern exposure preferable.

This house is designed for concrete block and stucco construction, and if pure white stucco is used with green window blinds, the New England colonial idea is carried out most successfully. Fireproof partitions of concrete block in the basement also carry the load of the upper floors without settlement.

Detailed information concerning cement construction will be furnished by the Portland Cement Association, 111 West Washington Street, Chicago. This association also publishes a book of twenty-five house plans which they offer our readers for fifty cents per copy. They further offer a handsomely illustrated booklet called "A Talk On Beautiful Homes" which should interest anyone who is planning to build. This latter book will be sent free to our readers upon application to the above address.

**River Division News**  
*M. M.*

Do you know Prof. Happy? Why, he is perfectly charming and we are privileged with frequent calls from this esteemed person. He is so philosophical in his wisdom and always seems to be distributing bits of it here and there. "Observe the Safety First Rules", and "See that 2 ft. make a mile" are bits of his wisdom.

Mr. Blackstone, conductor on the work train has proven a wizard in "Home Economics". He has advertised for a chef but the dominating requirement is that they visit the neighbors' strawberry and onion patches so it seems that this position is hard to fill.

District Safety First Inspector Mr. Esch

and Trainmaster J. W. Blossingham passed through Wabasha on their way to Eau Claire where Mr. Blossingham conducted a Safety First meeting. These meetings are interesting and essential particularly at this time of the year and many good suggestions are offered. It seems to me that the following is a hint for Safety First:

The safety of the whole of us  
Depends so much on all of us  
That it behooves each one of us  
To be thoughtful of the rest of us

Engineer Eggenberger is the owner of a sedan which says "Honk Hank." Billie must have been reading extensively about feats that could be performed for he tried one of them on a particular Sunday as he gave his approaching friend too much road.

Our quaint city has a population of 4,200 persons, nearly all of whom spend a great part of the time picking fenders out of their arms and legs since so many of our employes have cars.

Oscar Ostrum, clerk for chief carpenter and roadmaster, has bought a Ford coupe. Better watch your step now.

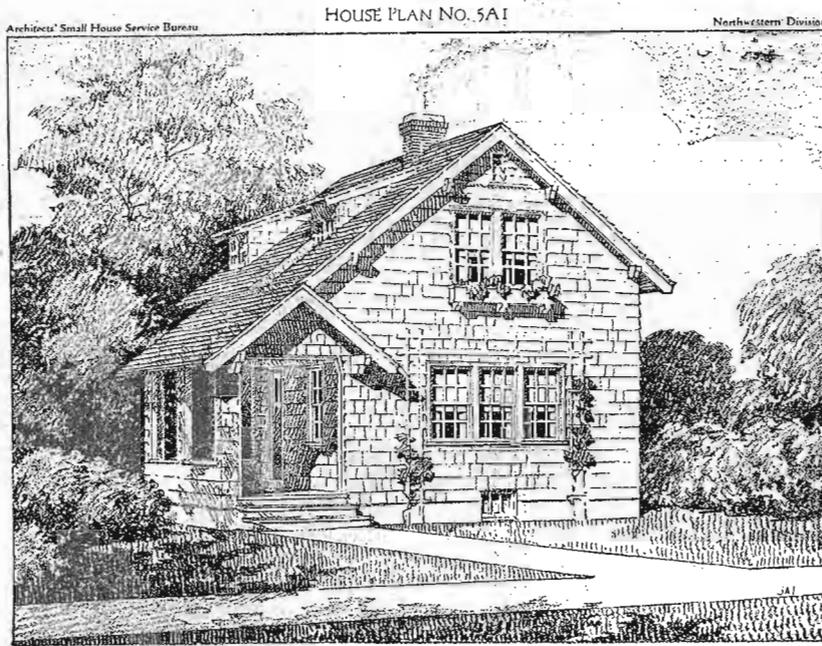
The grounds around the different stations on the River Division present very neat appearances. The men in charge of this work deserve credit for their efforts and Wm. Holman who takes care of the grounds around Wabasha deserves special mention.

Agent F. C. Beck and wife drove to Hastings where they spent Decoration Day. Incidentally he returned by train, leaving the rest of the family, including the car, at Hastings.

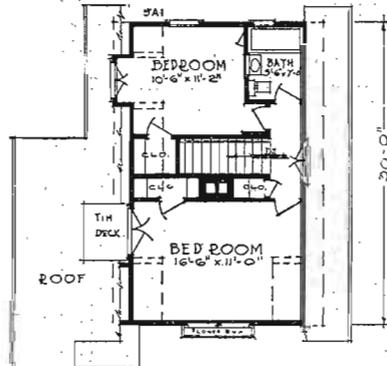
Guess we will have to put a bell on some of our freight handlers before they will be carried out of town. Bill, can't you keep track of Lee.

Roadmaster McClellan departed for Kansas City for a short visit with the home-folks. Expects to be accompanied back by his wife and family who will take up residence here.

Nels Nelson narrowly escaped serious injuries when the bus driver tried to drive right over Nels, his vehicle and Dan Patch. But Nels says "They can step on me but they can't walk on me" and at that he left. The vehicle was somewhat demolished as might be expected. But faithful old Dan stayed right by his master.



FIRST FLOOR  
CEILING HEIGHT 8'-4"



SECOND FLOOR  
CEILING HEIGHT 8'-2"

**A Cozy Little Home**

The little frame house shown here is a five-room cottage arranged to economize space and give as much of comfort and convenience and roominess and possible within the small house limitation.

It is of wood frame construction on masonry foundation and finished with either wood shingles or siding. It may be built on either a 35 or 45 foot lot and if finished with shingles, these may be colored dark brown or French grey; the trim may be white, or if brown shingles, it may be tinted cream, and the roof stained dark brown. If wood siding is used, nothing is nicer than white paint. The entrance porch is 7 ft. 6 in. by 18 ft. 3 in., ending just beyond the entrance doorway so that no sunlight is cut off from the dining room. The living room is 20 ft. 3 in. by 11 ft. 2 in.; the dining room 11 ft. by 11 ft. and the kitchen 8 ft. by 11 ft. The bed rooms are of good size and the bath room is 5 ft. 6 in. by 7 ft. The basement contains the laundry, heater-room and fuel-bins. The stairway in the center of the house is easy of access from living room and dining room. The kitchen is a model of good arrangement, with cupboards and fixtures conveniently placed. The icebox, in the kitchen is iced from the outside.

Working drawings, specifications and full service of the Architects Small House Bureau will be supplied for \$25.00 The Architects Small House Bureau, 1200 Second Avenue, South, Minneapolis, will also send, upon application, a handsome book containing 69 house plans with full information, for one dollar, and application may be made to that bureau, or to Weyerhaeuser Forest Products, St. Paul, Minn., for copy of the book or other information in regard to the Small House Bureau's service.

**The Scrap Pile**

Not a very romantic subject to write upon, but one full of possibilities from a railroad point of view. It is to be regretted that more interest is not taken in it. In the first place the very name of "scrap pile" in most cases is a libel for the reason that there is so much material in it which is not scrap, but really capable of being used for the purpose originally intended; and again an immense amount which with a very little expense can be made of use and result in a saving. This saving is in the sense of not only reducing the purchases but also in providing material which the purchasing agent may not be able to procure on the short notice sometimes given him by the department needing it.

Calling it the "Scrap pile" is like giving a dog a bad name and abuse follows as a natural result. If you have something that you don't know just where to place, why, "throw it in the scrap pile"; if you have something that you have a place for but are too busy or too lazy to put where it belongs and want to get rid of it, "throw it in the scrap pile." Perhaps few will acknowledge the justice of above accusations, but as we are dealing in first knowledge we must insist upon this being taken into consideration. A great many articles of value are thrown into the scrap pile with the intention of recovering them, or at least that is the reason the man with any conscience at all gives for doing what he really knows is wrong. But consider for a moment that not only the article itself has a money value, but the time necessary to dig into and around a later accumulation has also a money value, and perhaps in the end this last mentioned value may affect the so-called saving.

How often do we see high priced mechanics spending from five minutes to a half hour "rooting around" the scrap pile looking for a certain article or material needed in their work? Their efforts are laudable perhaps but if the article they are searching for had been put in its proper place in the first handling there would be no necessity for a waste of time in looking for it later. And on this particular feature we cannot refrain from enlarging as the reclamation committee has time and again called attention to it, namely, the cost of unnecessary handling. Every time a piece of material is picked up and put down its cost is increased, if it is a purchased article; or its value is decreased if it is something that is saleable. If those having to do with the handling of scrap material (or so far as that goes, any material) would always have this in mind, it would mean the saving of thousands of dollars to the company, as well as increasing efficiency to a very great extent.

There is another phase of this matter that we would like to present.

Some years ago the then superintendent of motive power of the C. M. & St. P. Ry. said, "Show me a man's scrap pile and I will tell you what kind of a man he is." Some of those who heard him make this remark doubted that he could make good, but he went on to say in substance, that if he found a monkey wrench in the scrap pile that needed only a kerosene bath to make it operative—a \$2.00 valve needing only a handle costing five cents to make it effective—a piece of practically new pipe with the thread broken off at one end—a good air brake hose with only the gasket missing—innumerable nuts, new or as good as new—bolts in good condition, except that one turn of the die on the thread was needed—or a grand mix-up of cast, wrought, malleable, steel, good, bad and indifferent—he would say that the man in charge and responsible, was inefficient and not fit for his job. Doesn't it appear that this sharp-sighted superintendent of motive power was right? And if it were so then how much more so is it at the present time when the price of all classes of material is so high? Following out the line of thought suggested by the above mentioned official, isn't it a fact that proper supervision will overcome many of the faults which we have endeavored to outline?

(Continued on page 24)



# SPORTS

T. I. WALSH, Editor



OFFICIAL PRIZE LIST  
SECOND ANNUAL TOURNAMENT MILWAUKEE ROAD BOWLERS  
Milwaukee, Wis.  
April 14th to 22nd, 1923.

Team	Location	Pins	Amount
1. Brownells Sand Rats.....	Milwaukee	2801	\$55.00
2. Store Dept. No. 2.....	"	2795	40.00
3. Dubuque No. 1.....	Dubuque	2761	30.00
4. General Freight Dept.....	Chicago	2745	25.00
5. Green Bay Shops No. 1.....	Green Bay	2699	20.00
6. Cashiers.....	Milwaukee	2679	17.00
7. Madison No. 1.....	Madison	2668	15.00
8. Railway Exchange.....	Chicago	2642	12.00
9. Ticket Agents.....	Milwaukee	2626	10.00
10. Ticket Auditors.....	Chicago	2587	8.00
11. Shop. Supt.—Car Dept.....	Milwaukee	2580	7.00
12. St. Rose Athletic Five.....	"	2576	6.00
13. Milwaukee Road Club.....	"	2572	5.00
14. Roundhouse 5.....	Minneapolis	2557	5.00
15. Store Dept. No. 5.....	Milwaukee	2547	5.00
16. Portage Rails.....	Portage	2521	5.00
17. Car Dept. Mill.....	Milwaukee	2512	5.00
18. Rates.....	"	2501	5.00
Low Five-Men			
1. Shop Accountant No. 2.....	Milwaukee	1677	5.00
2. Mechanical Valuation.....	"	1747	5.00
3. Green Bay Wooden Shoes #3.....	Green Bay	1751	5.00
High Single Game—5 Men			
1. Store Dept. No. 2.....	Milwaukee	1007	15.00
2. Ticket Agents.....	"	996	7.00

OFFICIAL PRIZE LIST  
SECOND ANNUAL TOURNAMENT MILWAUKEE ROAD BOWLERS  
Milwaukee, Wis.  
April 14th to 22nd 1923

Name	Location	Pins	Amount
1. F. Speight & T. Walsh.....	Chicago	1184	\$40.00
2. G. Sullivan & J. Pluck.....	Milwaukee	1168	35.00
3. Horlivy & E. Johnson.....	"	1140	30.00
4. T. Garvin & J. Pollack.....	Chicago	1129	25.00
5. N. Pedder & E. Dochterman.....	Madison	1125	20.00
6. F. Stowel & J. Krizek.....	Chicago	1117	14.34
7. R. Slightam & J. Demsey.....	Madison	1117	14.33
8. A. Kubeska & E. Hoerl.....	Milwaukee	1117	14.33
9. A. Krause & R. Schandt.....	"	1115	9.00
10. R. Zimmerman & P. Parschied.....	Green Bay	1112	8.00
11. T. Crimmins & L. Ackey.....	Madison	1096	6.50
12. E. Bugs & L. Dooley.....	Milwaukee	1096	6.50
13. F. Shannon & L. Oman.....	"	1089	5.00
14. E. Richter & G. Witt.....	"	1085	4.00
15. H. Hart & C. Anderson.....	Green Bay	1083	3.00
16. J. Mackoutz & M. Mackoutz.....	Milwaukee	1077	2.00
17. H. Arndt & G. Nuss.....	"	1073	2.00
18. F. Dorley & F. Scheibel.....	"	1071	2.00
19. W. Waus & F. Dale.....	Chicago	1069	2.00
20. H. Youngs & E. Sherbarth.....	Milwaukee	1067	2.00
21. C. Peterson & J. Burke.....	Chicago	1066	2.00
22. A. Simpson & B. McCoy.....	Dubuque	1063	2.00
Low Two-Men			
1. E. Kunz & P. Firehammer.....	Milwaukee	750	2.00
2. J. Doyle & J. Kozurak.....	"	754	2.00
3. J. Potts & F. Demsey.....	Madison	763	2.00
High Single Game Doubles			
M. Pedder & E. Dochterman.....	Madison	455	12.00
Low Single Game—Doubles			
G. Kester & C. Johnson.....	Milwaukee	207	2.00

OFFICIAL PRIZE LIST  
SECOND ANNUAL TOURNAMENT MILWAUKEE ROAD BOWLERS  
Milwaukee, Wis.  
April 14th to 22nd, 1923.

Name	Location	Pins	Amount
1. P. Heitman.....	Milwaukee	644	\$28.00
2. H. Hart.....	Green Bay	635	24.00
3. H. Arndt.....	Milwaukee	627	20.00
4. F. Stowell.....	Chicago	602	16.00
5. M. Beitzinger.....	Milwaukee	596	12.00
6. J. Demsey.....	Madison	594	10.00
7. N. Naeser.....	Janesville	593	9.00
8. W. Lybeck.....	Milwaukee	587	7.00
9. O. Olszewski.....	Chicago	587	7.00
10. H. Peters.....	"	587	7.00
11. F. Roessger.....	Milwaukee	583	5.00
12. W. Hoffman.....	"	582	3.34
13. J. Pluck.....	"	582	3.33
14. W. Blau.....	Madison	582	3.33
15. J. Hoerl.....	Milwaukee	580	3.00
16. H. Peterson.....	Green Bay	580	3.00
17. J. Krizek.....	Chicago	577	3.00
18. E. Horning.....	Milwaukee	576	3.00
19. P. Schneider.....	Chicago	575	2.00
20. W. Cymanic.....	Milwaukee	574	2.00
21. F. Krug.....	Green Bay	573	2.00
22. W. Faus.....	Chicago	573	2.00
23. J. Dale.....	"	571	2.00
24. G. Hittel.....	Milwaukee	571	2.00
25. C. Kuether.....	"	571	2.00



Loving Cup Awarded to H. Hart, Green Bay in Bowling Tournament

### Just Hokum

I went with Heuel to bowl one night.  
He's thirteen to the good,  
And Hoy was there with a bully score,  
He surely knocks the wood.  
And Bill Kruckstein—he shoots 'em fine,  
With average one five seven  
A big left hook fills Davies' book  
And puts him right in heaven.  
There Jeffrey's made one swell high score,  
And his average too is good—  
And Dale's "old hook" scares Billy Kruck--  
As they strive for more and more.  
And Faus, he's fast and fancy—  
When he doesn't railroad through—  
But he hiked with glee to Milwaukee,  
When the final games were due.  
I used to be a bowler, but now I just  
write "dope",  
Now get this hunch: don't roll this bunch—  
With nothing else but hope!  
They have the real old candy,  
They shoot an awful frame,  
Don't challenge them at ten pins,  
Unless you know the game!

—Sinbad the Sailor.

### "More About Human Elements in Station Work"

W. H. Campbell, Agent, Frederickson  
W. F. Harris' article in a recent number of the Magazine entitled, "Putting a Little More Human Element into Station Work," appeals to me as a step in the right direction. Therefore, with the permission of our Editor, I will give my version of what friendly relationship between officials and employes means to the employes, also to the officials and the company. Before I proceed with my story, I want to mention that during the time of my ten years of service on the Iowa and Kansas City Divisions, I have had the shippers

26.	A. Welbardrug	Dubuque	570	2.00
27.	J. O'Shea	Chicago	569	2.00
28.	J. Dalle	Janesville	569	2.00
29.	F. A. Dertus	Milwaukee	568	2.00
30.	C. Horlvy	"	567	2.00
31.	E. Dochterman	Madison	567	2.00
32.	R. Slightham	"	566	1.75
33.	J. Pollack	Chicago	566	1.75
34.	C. Duhstad	Janesville	565	1.50
35.	P. Isberner	Portage	565	1.50
36.	J. Meyer	Madison	563	1.00
37.	L. Dooley	Milwaukee	563	1.00
38.	D. Blayeske	Green Bay	561	1.00
39.	H. Richter	Milwaukee	560	.50
40.	E. Bugs	"	560	.50
41.	W. Mau	"	560	.50
Low Singles				
1.	J. Burke	Madison	313	2.00
2.	E. Farrell	Milwaukee	328	1.50
3.	R. Pryszylski	"	343	1.00
High Single Game—Individual				
1.	H. Hart	Green Bay	244	8.00
Low Single Game—Individual				
1.	H. Uecker	Milwaukee	73	1.00
2.	J. Coleman	Madison	76	1.00

OFFICIAL PRIZE LIST

SECOND ANNUAL TOURNAMENT MILWAUKEE ROAD BOWLERS  
Milwaukee, Wis.

April 14th to April 22nd, 1923.

Ladies' Individual Contest

Name	Location	Pins	Amount	
1. Margaret Bate	Milwaukee	391	\$5.00	
2. Justina Ewart	"	383	4.50	
3. Norma Roeschlein	"	378	4.00	
4. Florence Wascecheck	"	357	3.50	
5. Agnes Stark	"	346	3.00	
6. Manetta Giese	"	345	2.00	
7. E. Ryan	"	331	2.00	
8. Rosalin Budzien	"	321	2.00	
9. Anita Meising	"	311	1.75	
10. G. Bradley	"	311	1.75	
11. Betty Lambert	"	298	1.50	
12. Paula Gruenwald	"	289	1.00	
13. Myrtle Simmerling	"	287	1.00	
14. Dorothy McDonald	"	281	1.00	
15. Eleanor Reddemann	"	274	1.00	
16. Edith Cox	"	261	1.00	
17. Cecile Karage	"	261	1.00	
18. Eva Anton	"	254	1.00	
19. Violet Zahn	"	250	1.00	
20. Emily Archibald	"	245	1.00	
High Single Game—Ladies				
1.	Margaret Bate	Milwaukee	161	1.00
2.	E. Ryan	"	156	1.00
Low 3 Games—Ladies'				
1.	Eleanor Zuehl	Milwaukee	160	1.00
2.	Margie Webb	"	194	.50
3.	Emily Katzer	"	199	.25
4.	Margie Van Lannen	"	199	.25

OFFICIAL PRIZE LIST

SECOND ANNUAL TOURNAMENT MILWAUKEE ROAD BOWLERS  
Milwaukee, Wis.

April 14th to April 22nd, 1923.

All Events

Name	Location	Pins	Amount	
1. H. Hart	Green Bay	1834	\$15.00	
1. H. Hart	"	1834	Silver Loving Cup	
2. E. Scharbarth	Milwaukee	1758	10.00	
3. J. Krizek	Chicago	1753	8.00	
4. J. Demsey	Madison	1719	5.00	
5. F. Krug	Green Bay	1712	3.00	
6. C. Kuetter	Milwaukee	1705	2.00	
7. R. Shandt	"	1700	1.00	
Low All Events				
1.	C. Jaeger	Milwaukee	1097	1.00

and traveling public, all of whom have had business dealings with all the railroads in that territory, say that they received better treatment and service from the employes and officials of the Milwaukee, than from those of any other road. Since coming to the Coast Division, I find that the same opinion prevails here.

Mr. Harris says that we employes should consider the officials our best friends. He is right, and I agree with him a hundred per cent in his remark, and the employe who does not feel this way is not in a position to give his best service nor enjoy his work.

We receive valuable assistance from both operating and traffic forces. They point out to us through circular letters small but important changes in tariffs, such as rates, reclassifying, change in routing, dates they are in effect, etc. Things many agents would not notice ordinarily and consequently, eliminating a great deal of extra work in the agents' and auditor's offices, in the way of overcharge and un-

dercharge corrections, and also lessens the dissatisfaction on the part of the shippers. We have direct phone connection with Division Freight and Passenger Agent Lalk's office, with the privilege of calling any hour of the day for information, which is quite often, and his chief clerk, Ralph Cummings, and Rate Clerk George Dill, give us the information desired in a pleasing and satisfactory manner.

Lalk's hobby seems to be to make the territory along the line under any condition, and he can tell you just as well how much timber and class of timber and tonnage in any section as where the best scenery, fishing and hunting abounds, as the various stories written by him on the Coast District will bear out. It is not uncommon to see him in any kind of attire from a brass collar on a Special to overalls on a speeder, asking for a 31 order at 2 A. M., always of the same friendly disposition trying to promote the large Milwaukee family idea, which puts the 'Human Element' into railroading. But

say boys, did you ever see him donned up his "logger regalia"; he is a carbon copy of Irwin S. Cobb in his golf attire.

Before I leave this subject of friendly relationship between employes and officials, and while some of you critics and unfair readers, who are reading this now and saying to yourselves that I am grandstanding to my local officials, I want to say to you, you are wrong. Through this medium I want to pay my respects to two of my former officials, to whom I attribute my happiness and success so far in my railway work; they are, Messrs. C. H. Marshall and B. F. Hoehn. "Hodge and Bennie" as they called them back there. (It was on the Iowa Division where I met them.)

It was at one of my first stations as agent, where I recall meeting Mr. Marshall. The C. N. W. Ry. had a double track line direct to Chicago, and I worked for the Milwaukee, at a branch line station. Due to the location of the depot, the C. & N. W. had the bulk of the business, but I had stolen a load or two of stock to Chicago via our line, and Mr. Marshall had heard of this. He had just taken that division over as superintendent, and I had not yet met him, but had heard he was a fine fellow. One cold morning about 6:30, and it was dark too, some large fellow swung off the rear of No. 31, while the engine was getting water and walked up and inquired if I was Campbell. I told him, "Yes", and he informed me that his name was Marshall, the superintendent, and at the same time taking my hand with a firm grip. I told him I was glad to meet him, and he replied saying, "Young man I want you to know I am glad to meet you and your efforts to put this station on the map are appreciated." Later Mr. Hoehn followed him with the same comment. This was my first inoculation of railroad energy.

It has been my experience that officials can be of great encouragement to their employes. Mr. M. Nicholson wrote a good article on this in our magazine a year or two ago, in which he mentioned, that when an employe did some work worthy of commendation to let him know about it.

An agent, to secure his portion of the business for the railroad in his town, must be a mixer, on the diplomatic order. He should attend as many business meetings as possible, clubs, and other social gatherings. He should, in a casual way, call on business men and by no means forget the church. No one has ever been injured by doing church work who did it in all sincerity. I have noticed agents at important stations, where it was part of their duty to solicit business, when on the street would act like mere strangers in their own town and seldom notice anyone.

I believe that it is one of the principal duties of any local agent to get acquainted with the local officials of his division, and broaden his acquaintance as much as possible. I further believe that they will be found to be human, and more than glad to assist you with any problem that may confront you at your station. It is true that they do not care to be bothered with a lot of minor details, which you can work out yourself thru applying reasonable judgment. You should not lose sight of the fact though, that any matters of importance or suggestions you may have on looking to the improvement of the service in any

(Concluded on page 25)

# AT HOME



HAZEL M. MERRILL, Editor



Ruth Inez Hamilton, Daughter of Round-house Foreman W. G. Hamilton

## Fashion Notes

Now that July bids fair to give us some warm weather, we needs must turn our thoughts to something thin and cool to wear, if only in appearance. The season is one of gay variety in mode and materials, and with so many lovely fashions it will be a simple matter to choose style and color particularly suited to each individual's idea of beauty. Alpaca is a very popular thin, cool-looking material, and is very smart in reseda green, also in black and white. There are, moreover, many beautiful patterns in printed crepes simple in design and exquisite in color. The popularity of crepe has extended even to sports wear, and quite the latest thing is the plaited skirt of crepe de chine, to be worn with crepe de chine overblouse with hand-embroidered monogram motif in beige, gray, and white, and a bright sleeveless sweater of silk or brushwool. Another new design in sports wear is knitted dress and cape to match; wool-jersey sports costumes are also popular. Speaking of variety of color, out of the tomb of old King Tut's color schemes have taken the country by storm, and we are greeted on all sides with designs of Ancient Egypt—they come in party favors, in table decorations, etc., as well as wearing apparel; bathing suits, too reflect this array of color in India cotton prints of mustard-yellow, green, red, etc., trimmed with red jersey, girdle of red jersey with side ties, also red jersey knickers; with this there is a gay, yellow bathing coat.

So many of the suits are sleeveless this season that it is predicted the Deauville scarf will be much in evidence on the beach.

Modern Priscilla for July gives two charming designs of cloths for summer tea tables, one of dotted swiss and another of blue crepe. The dotted swiss is white with blue dots and quaint little appliqued pink roses with gray leaves peeping from blue latticed corners. The crepe set is of blue crepe with applique corners of white and a row of coronation braid daisies planted so nicely that they conceal

the joining of these corner patches most skillfully. For full directions see Modern Priscilla for July, 1923.

## The Garden Nursery

Get the garden nursery ready this month, for it will soon be time to put in Canterbury Bells, Digitalis and other biennials. Prepare the ground carefully, work in tobacco dust to prevent the seedlings being devoured by "bugs and worms and things"; pulverize the soil thoroughly and sow the seeds thinly in rows, marking the rows with little stakes on which the slip containing the names of your plants are impaled. Cover the nursery plat with a frame upon which thin white muslin (the thinnest quality of unbleached muslin is about the right weight) has been tacked. An old window sash, or frame made out of any old strips or boards will answer very well. This should be raised about three inches at first, above the seed bed, to let in sufficient air, and when the bed is watered the frame should be laid flat and the water sprinkled on the muslin. When the seedlings are up a couple of inches, thin out if necessary and raise the frame another inch or two, but do not remove until the plants are quite strong, for the August sun is hot. By the first of October, the plants should be of sufficient size and strength to transplant to their permanent place in the flower bed, and after the ground is frozen, cover with a straw or corn stalk mulch. This should give good, healthy plants for early blooming next summer.

## Household Suggestions

When preparing cracked ice for a person who is confined to bed, chop ice small enough to slip into a thermos bottle. It will keep all night and the person can easily help herself or himself, as the case may be.

Place a nickel towel-rack on closed-in porch (or wherever rubbers for the family are kept). When slipped in between the rod and wall they will hold by the heel, and will always be where you can find them and will dry much more quickly.

If you fasten an old inner tube to the cross piece in the middle of back screen door and to the door jam, it will close neatly and serve as a spring.

Place a cork on point of ice-pick and hang pick on side of refrigerator. It will always be handy and there will be no danger of accident.

Use maple syrup to sweeten whipped cream for a change. You will find it pleasing.

Make pillow-cases of unbleached muslin to take care of your clean blankets for the summer. These are inexpensive and much better than old, thin sheets.

Keep a tag with the measurements of each pair of curtains tied to your curtain stretchers and it will save the trouble of measuring each pair each time they are laundered.

Washing spinach in hot water will take out the sand; shake off as much water as possible, place in kettle and cook ten min-

utes. Do not add water, as spinach is very juicy and it will cook in its own juice. Drain and be careful not to break up the leaves. May also be cooked in the oven, but takes a little longer.



Raymond and Marven Kursejka, 5 and 6 Year Old Sons of Chief Carpenter A. A. Jurzejka, Minneapolis, Preparing for the Preliminaries in the Dempsey-Gibbons Fight

## Nothing To It

The precocious infant had just returned from his first day at school, registering intense ennui. The anxious family gathered around.

"Donald," asked his mother, "what did you learn today?"

"Nothing."

"What, nothing at all?"

"Nope; there was a woman there who wanted to know how to spell cat, so I told her. That's all."—*Exchange.*

## Keeping His Own

"Is your son-in-law a good provider?"

"He can just about keep my daughter in gloves. I pay for everything else."

"Then he deceived you as to his circumstances?"

"No. I remembered he merely asked for her hand."—*Selected.*

## A Faint Smell

Heloise arrived at last with a scraggy bit of bacon, a very small pat of butter, half the top of a stale loaf, and a pot of alleged coffee. She poured out a cupful of this liquid, and then, looking out at the leaden sky, began to manufacture a little polite talk.

"Looks like rain, sir," she remarked conversationally.

"Er—yes," he answered gloomily, regarding his cup. "But it has a faint smell of coffee!"—*Selected.*

## Good Things to Eat

Before passing on to things to eat, let's tell the June bride, who by this time, must have gotten near enough to earth to realize that "hubby" must be fed, about some essentials of the cooking outfit; assuming, of course, that she has been a business girl without the spare time to have delved deeply into kitchen lore.





Jun 15., 1923.

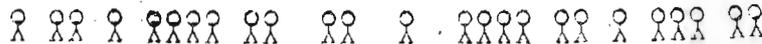
dEar bs. and gS,

Wel, (no thats not right), wele—(that isnt it ether), well (therethats it), I HAVE A TYPEWRITER! I think it has the hiccoughs, too, because it jumps WheN itshouldnt and mAKes capiTals in the wrOng place. I left the i out up there in that word, youknow which onE but I wont go back now. The Pres. said he couldnt give me A desK—notyet—but he would give me a typwrter. (Am abbreviating the long words. BY thetime ive hunted up the letterS onthis keyboard ive forgottenhow to spell the word.) So dont look at the looKsof this letter if you can help it. I foRGEt aboutpushingdown on IT between wordsand theY all run together. But i cant go back and change anything because ive got to show speednow. The ed. said shehopedthispagewouldarriveontime now.

Theres a mark on thistyptr thatlookS Like the feNce around my garden. now waittillifind It—2 3 #

—oh there itis, #####: : :#####

There doesnt thatlookjust LiKe a fence, with a gate inthe middle? Thats the firsttime I foundthe question-mark. Wish i couldfind myhouse on here but i cant. But here are some little menstanding on their heads—dont know what-for unless theyre glad shooll is out (forgot that c but never minD)



Whew—i didnt know a typr. was somuch fun! Theres another little man on here—he doesntlook like thoseup there—oh hereheis  I think, and heres anotherone  , thattheyre marching, and goodness

heres another one  with flags, only they havenot got (well here comes a lot of them—alright come on

all of you)



any flags. I think i knowwhat theyre doing—theyre prteng for 4th of july and then they8ll all have (it forgot to jump up back there where that 8 is, youknow it shouldhavea little dotthere) flags likethis:



Im not Mad atthe prinTer any more. He has put insuch a nice new top to our page upthere, I think he's pretty nice. Anyway, I feel sorryfor him. I thinkhehasahardtimesometimes getting the "inklings" and the "Rumblings" and the "WigWags" all intheirrightplaces, besides "moToRinG uP and doWn the Rocky Mts" on the right page, and rememberingnot to put the pres. on the backpage instead of the firstone.

Well, I must stop, except to say ifyou wantto tryto earna prize sendin a story youve written about why the Milwaukeeis such a fine road. Dontuse more than 50 words. Will tell you more nexttime. This is a Countest—no, CONTEST—thats it. Itcloses September 15th. Ooh! a little something justflew by—looked like piece of cotton. Musthurry. Want to fly too, home to neverland. goodNight. Excuselooksofpage. Betternexttime. GoodnightT.

Peter Pan



## Hamilton No. 992 THE WATCH *for* RAILROAD MEN

**T**HERE are Hamilton 992's in service on all American railroads. Every one of our 250,000 or more miles of railroads will show its quota of this famous watch keeping the trains to schedule.

It is the favorite in engine cab, coach and office, because it is accurate, sturdy and dependable.

When you buy a Hamilton No. 992 you can be sure you have a watch that is guaranteed to give satisfaction.

It will perform more accurately than the standard set for time inspection on any railroad.

Ask your jeweler to show you the 16-size 21-jewel Hamilton No. 992. This is the watch preferred by most railroad men.

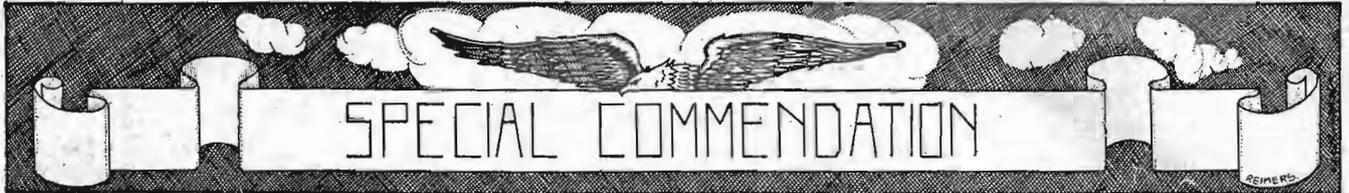
For other than time inspection service ask to see the Hamilton No. 974, a 17-jewel model of excellent quality at a lower price.

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

*Send for a copy of our descriptive booklet,  
the "Timekeeper,"  
free to all railroad men.*

# Hamilton Watch

*"The Railroad Timekeeper of America"*



### Special Commendation

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

Operator A. J. Berst, New Hampton, Iowa, reported something dragging on a special train carrying Iowa bankers. Train was stopped at Lawler and a brake beam was found down on car Everett. His watchfulness no doubt prevented a serious accident.

Car Repairman John Smith, Rockford, Ill., discovered a fire in the roof of the coal shed at Rockford, and by prompt action succeeded in putting the fire out, which no doubt saved a bad conflagration.

Mineral Point Division Conductor Thos. Brennan for watchfulness in regard to the condition of bridge F-180 about one fourth mile west of Browntown, while train No. 91 was passing over; and then notified engineer on No. 6 to stop and inspect it before crossing over. In making his commendation, Superintendent Macdonald says "it is just such watchfulness on the part of the men out on the road, and interest in their work that has minimized the accidents on the Mineral Point Division and reduced them to the lowest on the system."

Ticket Agent W. S. Dunning, Decorah, Iowa, discovered brake beam down on a car in train No. 201, while that train was backing away from the depot at Decorah on May 28, and notified the train men. His prompt action no doubt averted a serious derailment.

Yardmaster D. S. Cribbs, Faithorn, Ill., while working on south lead at Faithorn at 5:15 a. m., May 28, found cab of engine 678 on fire on lay-up track; and by prompt action was able to get the fire under control so that only slight damage was done. Mr. Cribbs is always on the alert while at work, and has on several different occasions discovered and remedied defects which had it not been for their timely discovery, would have caused serious damage to property if not loss of life.

R. & S. W. Division Brakeman Frank Cluskey, while meeting extra 8143, east at Kansasville, May 9, discovered a broken arch bar on S. L. S. F. 122672 and succeeded in getting signals to the crew and stopping the train. Also on May 11, Mr. Cluskey found a broken rail at Kansasville and flagged No. 47, notifying the section men to make repairs. In both cases, his timely discovery no doubt averted an accident.

Section Laborer Albert Wilson, Hastings, Minn., discovered brake beam down on train that was passing him on May 20. He signalled the crew, train was stopped, and the defect removed.

On May 26, R. & S. W. Division bridge V-12 was discovered afire by Agent F. R. Wiley who had risen early and upon going outside noticed smoke east of the station. After watching it a short time, to satisfy himself he walked down the track about a quarter of a mile where he could get a clear view of the bridge, when he saw that the bridge was on fire. Mr. Wiley immediately returned to his office and ad-

vised the dispatcher who told him that No. 465 was out of Mendota and there was no way of notifying them. Mr. Wiley then got into his auto and drove to a point east of the bridge, placing a flag a quarter of a mile east and then started back, awakening a farmer who lived nearby and sent him down to handle the flag. He then proceeded east to the cemetery crossing where he could be sure and stop the train. He also arranged with another farmer and with his son-in-law to go down to the bridge and hold the fire back as best they could while he went for pails and more help. He was successful in getting the agent at Robury on the telephone, to further protect No. 465. His prompt action and headwork not only saved No. 465 from going onto this bridge, but he saved part of the structure itself. Such excellent work merits the highest commendation.

### Young Woman in Ford Sedan Takes Flying Leap

On April 17, coming west on 2nd 57, just west of Dakota, River Division, Walter Crouch saw an automobile dive over the bank and strike in the middle of the eastbound track. He stopped his train with the rear car a short distance from the auto, told the fireman to run up the eastward track and flag; the rear brakeman flagging the westward main.

When Conductor Hebert and Engineer Crouch reached the auto, the driver, Miss E. O. Christensen of Winona, was just emerging from the wreckage of the car. She was uninjured, but considerably dazed. The Ford must have been traveling at high speed for all four wheels struck the track simultaneously, having catapulted off the high bank, crashed through a fence and dived headon onto the railroad track.

The debris of the car was shoved off the track with the aid of one of the planks the Ford had torn loose on its high-dive stunt which was about forty feet.

Miss Christensen wrote General Superintendent Weidenhamer expressing her appreciation of the assistance rendered by Conductor Hebert, Engineer Crouch and crew.

### Finds Purse Containing \$250.00

The following letter written to Superintendent F. W. Getty, of the S. & D. department, speaks for itself and the commended act is typical of the real Milwaukee spirit. The porter who found this man's property is R. L. James. The letter is from G. W. Reinberger, Hotel Martin, Rochester, Minn., and reads:

"On Sunday night, May 20, I occupied lower No. 4 in car No. 1, train No. 18, from Seattle to Spokane. In my hurry in leaving the train I forgot my purse which contained \$250.00 which I left under my pillow. I did not discover this until nearly one hour after the train left. I reported it at once to the ticket agents at the Union depot. They wired ahead immediately and within an hour had a reply that the purse had been found and would be returned on the next train. The purse was returned promptly, and intact. I wish to congratulate you on having men of such honesty and promptness in your service. I came

through on your line to St. Paul and found all the sleeping car, dining car and train men most courteous and the service of the best. I have only the best to express in praise of the C. M. & St. P."

### Courteous Milwaukee Employees Adds to Enjoyment of Trip

The following letter is another tribute to courtesy and efficiency for which Milwaukee service is noted, and to the high character of the personnel of the train service:

Seattle Wash., May 21, 1923.

Mr. F. W. Getty,  
Superintendent Sleeping and Dining Cars,  
C. M. & St. P. Ry.,  
Chicago, Illinois.

Dear Sir:

Mrs. Gould and myself had the pleasure of traveling from Seattle to Chicago on the Milwaukee, returning from Chicago via the Pacific Limited to San Francisco.

Our trip from Seattle to Chicago was made much more enjoyable through the kindness and courtesy of Conductors Taylor and Brooks who were in charge of the Olympian leaving Seattle, April 26th. These men showed us every possible courtesy and kindness and I am glad, indeed, to commend them to you for their share in making our trip a pleasure.

From Chicago to San Francisco, we had the drawing room in your sleeper "Missouri," leaving Chicago Sunday, May 6th. This car was in charge of Porter Cecil Spurlock whom we found to be one of the pleasantest and most efficient porters we encountered in our entire trip. His ideas of courtesy, service and cleanliness are above those of a great many porters and his unflinching good nature and evident desire to make our trip pleasurable added very greatly to our enjoyment.

I am glad, indeed, to be able to commend these men to you and to acknowledge our indebtedness to them for much of the pleasure of our trip.

Very truly yours,  
Gene C. Gould.

### The Scrap Pile

(Continued from page 17)

It is just as necessary for a foreman to see that supplies are judiciously used as it is to see that his men do a good day's work for the company. A neglect in either case means a loss in money and results. As an illustration take the scrap bolts gathered up on a repair track. If a foreman puts them all in one bin preparatory to their being taken to the shop to be re-threaded, he thinks he is doing all that is necessary. He doesn't seem to consider that some one will have to sort them, separating the various dimensions such as  $\frac{3}{8}$ ,  $\frac{3}{4}$ ,  $\frac{7}{8}$  etc. The sorting can be done at the time of first handling at practically no cost, merely by having a bin for each size and maintaining the separations until the bolts get to the re-threading machines.

The reclamation committee is endeavoring to have those responsible for the accumulation of scrap see this matter in the light we have tried to throw on it, and hereby acknowledge that the results in some cases have been good, while in others we see the need of much more missionary work.

Keep the good material out of the scrap pile and thereby save money for the com-

pany, incidentally helping yourself in the way of providing material for your men so as to prevent delays to the equipment and make a showing for your department.  
*The Reclamation Committee.*

**More About Human Element in Station Work**

*(Concluded from page 19)*

department, either to the railroad or public itself, are always welcome letters, which experience has taught me to be true. Another thing which I believe makes it easier to get along with officials is absolute frankness and honest reports, not wait for them to receive information from other sources. Tell them yourself.

Very few railroad officials are incompetent, and there must be some reason for their holding their particular job, therefore, I believe we should have confidence in their judgment and again we do not want any of us to forget the idea that the officials we are doing business with have our measure, and know our failings better than we do ourselves in most cases. The more we can keep in touch with these men and maintain a friendly relationship between ourselves, the more human understanding will prevail.

What human element you put in your work, just so much will be reflected in your association with your fellow workers, regardless of their position on the pay roll. If you believe in your work and that you are working for yourself to just such an extent will you profit in the better things of life.

**Dubuque Store Department Briefs**

*"Essay Emm"*

Lester Angelicus Schenker, who has aspirations of becoming a great saxophonist is rapidly mastering the mysteries and technique of music. During a recent rendition of that beautiful sonata, "No Moon but Full of Moonshine," by that great master, Baron Albertus Tegclervosky, our Lester waxed so enthusiastic with his "horn" that at the conclusion of the operetta it was found that several keys were missing from his instrument. Next week our friend Lester will play before a select audience in a musicale to be held at the Peter Cooper school.

Herbert Phedorius Baumhover has taken first prize on his excellent treatise entitled "A Square Head Bolt and it's Relation to a Hexagon Nut."

Amongst the newer candidates eligible for entrance into that great institution located on Asbury Road in West Dubuque are the following: Johannes X. Jeez, Henry Fuller Basten, Louis Zwank Messink, Justin Themosticles Brandt.

"Doc" Williams Zinkus Welsch is back again on the job after an absence of several weeks.

A Hard Boiled Poem by a Hard Boiled Egg

"I'm as tough as can be,  
 I was born with (boxing) gloves on my knee,

If you ask how tough I be  
 Pick a fight and you shall see.

*(Bill Casey.)*

Expressions frequently used, but greatly misunderstood around our department: How now? see me, gimme all the dope, where's the tractor, where's that—tractor man? Where's Jake? etc., etc.

John Phineas Leik, otherwise known as the "Kid" was elected president of the amalgamated truckers and sweepers union, at their annual election held at Cas-



# Capacity

The measure of production is *Capacity*.  
 With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6000 tons of Cast Steel Trucks and Bolsters per month

## THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

ey's Hall. Adolph Pitzner was elected vice president while Charles Muggenberg was given the secretaryship. A pleasant time was had by all through the program arranged for the occasion. The program follows:

Labor and its necessary evils—C. C. Arendt.

The operation of a warehouse truck as compared with that of a tractor—John Jeez.

Methods of sweepers and their relationship to Sunnycrest—Adolph Pitzner.

Spreading it on thick (an original recital)—Wm. Welsch.

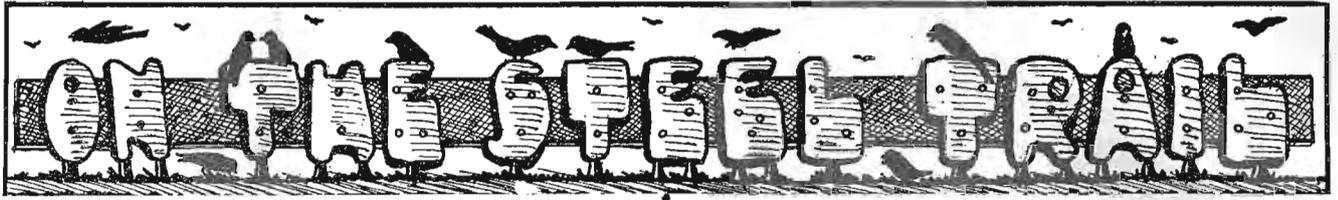
Generating moonshine by day—Felix Poire.

Jazzing the sax (original musical composition) by the composer—Lester Schenker.

"Longfellow" Tegeler has just returned from a trip to Chicago. On being asked how he liked the big town he replied: "It's so d— big and so d— busy that it takes a h— of a lot of nerve and a h— of a lot of time to see anything or go anywheres. The d— town is too big for me."

Mr. Hickson is handling many "six P. M.s" these days. However the only 6 P. M. that Mr. Hickson is most interested in is the call for dinner. (Get that?)

Firpo is the boy, eh John?



Notes from the Local Office, Tacoma  
R. R. T.

Miss Frieda Marty, stenographer to Mr. Alleman, left on May 8 for a month's vacation in the east, that is to say, in the cheese region of Southern Wisconsin and at Chicago. Doubtless she is enjoying the visit to her old home, although the promised picture cards to that effect have not materialized.

On May 24 as No. 193, the Tacoma Eastern way freight, came from the yard over to the freight house and was crossing the Puyallup River bridge, Engineer Crosby and Brakeman Sorensen saw a corpse in the river, lodged behind an old pile and nearly submerged in the water. The train stopped at this office and the ghastly find was reported to the police department. Officers were immediately sent to the scene and also saw the corpse but were unable to reach it, despite various efforts, until finally, after some hours, a boat was procured and the officers rowed out to the pile. It was found that the throat of the deceased was cut, but there will be no prosecution for murder, as the corpse was found to be that of a dressed hog, weighing about 125 pounds. Partially submerged as it was in the muddy water it strikingly resembled a human body, deceiving the officers as well as the original discoverers. We understand that our own sleuths, Washburn and Whitworth took an active part in the proceedings.

During a temporary absence of Assistant Accountant McEntee of the import department Bob Shipley, the rotound delivery clerk in the warehouse, broke in on that desk and now knows all about the import business.

Little Dan McVicker, 6 years of age, son of Brakeman Dan McVicker, was run down on May 23 by an automobile while crossing G street in returning home from a grocery store where he had been to buy two cents worth of candy for his mother. He was rushed to a hospital but died on the way. Our sincere sympathy goes out to the bereaved parents.

Keith Williams, one of our old standbys who for nearly a year has been with a big contracting firm, has returned to his first love and is again one of our force, being at present on the O. S. & D. desk. We are certainly glad to have our cheerful and efficient friend Keith back with us.

The Tacoma delegation to the Shriners' convention at Washington, D. C., left May 30 over this line in a beautifully decorated special train. A gay crowd was on board, but notwithstanding all the beauty and gallantry which left on this train we have gloomy forebodings that the Tacoma delegation will not make the tremendous hit which it undoubtedly would have made if it had been accompanied by our own paragon of masculine good looks—the one and only Chester McLennon, our handsome claim clerk, who perforce had to stay at home in view of an approaching event

which concerns him very closely. More of this later.

Everybody in the warehouse has of late been on his good behavior until one day recently Tubby Gleb, otherwise the best natured man we have in the house, went on the warpath and literally put on the warpaint, assisted by Jack McKay, assistant warehouse foreman. It took Tubby half an hour's hard scrubbing to remove all the paint from his ears and elsewhere and it will take him that long to get even with Jack if he ever gets the chance.

Cedric Moyer, our hustling messenger, has recently been running his feet off in the endeavor to locate the waybill stretcher, which Emmett Maloney claimed must be either at this office or at Dock Two. Cedric hasn't found it yet, but is now looking for the left handed monkey wrench to adjust the binding machine.

Two events of great social importance have just taken place at this writing but as we have not obtained all the details of the ceremonies as yet and time is pressing we shall have to defer fuller accounts until our next issue.

Pickups from the Aberdeen Division  
"Scoop"

Just about one year ago that our former steno ran all the snow fighting equipment to Jamestown. The bears haven't come down as yet.

Ever see a claim adjuster that was a good dish washer? We have one and have noticed that since all the unattached ladies about the passenger station have seen him work they are all busy looking over the "God knows when chest".

R. P. K. is still rejoicing over the fact that the March and April winds have spared his sideburns. Knock on wood, old top, the July sun may scorch them off.

Viola Diestler of the chief dispatcher's office has accepted the position vacated by Adeline Brown, in the superintendent's office.

Our smiling and popular stenographer, Miss Adeline Brown, decided to get married and the nuptials were celebrated at Casper, Wyo., June 9. The lucky man was "Bill" Henzlik, formerly clerk in the roadmaster's office. We will miss both of these young people and they will leave a host of friends. They will make their future home at Casper, Wyo., where "Bill" is employed and our best wishes are extended to them. Amen.

Conductor Fred Brown has been on leave of absence and taken the big spring fishing trip. Geo. F. Smith has been holding down his run on the Mitchell Line passengers.

Ray Hoefs is next.

Have heard it rumored around that Bill Powell is now getting in form and going to enter the bowling tournament that is to be held at Gage the early fall. Glad to hear of it, too, and we have no doubts but what he will bring home the bacon, that is unless Louie makes up his mind to attend.

Division Accountant R. Kauppi was

passing out cigars and candy recently in honor of the arrival of their new boarder, a baby boy, born May 20. Congratulations are extended to both Mr. and Mrs. Kauppi.

Chief Carpenter McCarthy made a trip to Minneapolis recently in connection with railway business.

J. C. McD. states that he is now aware of the fact that he is not as young as he used to be. No wonder, "Mac": The "wheeling 'em up" that we noticed you were doing would be enough to put many of the younger ones away for a while.

Sebastian Herzog left recently for Tacoma, Wash., where he is looking after his interest in a berry ranch. Very surprising too as we all thought that most of his interests were centered up around Hague. You can never tell.

Ticket Clerk Fred Dröler attended the Shriners' convention held at Washington the latter part of June. If you want to hear all about the big time all you have to do is to stop at the ticket window when Fred is not busy and all the information will be forthcoming.

"News from the Connecting Link"  
Elizabeth Koelsch

Say, fellows, did you like the fat man's race? What did you think of the friendly bout Chet Elder and Beech Nut Kid had? Well; it sure was some picnic, wasn't it?

Joe has a new Chevrolet car. But you don't know the half of it, just listen to what I'm going to tell you about Joe's old car. It was a Buick, and just as soon as Joe got five miles away from a service station the car would stop. Knowing all of this Joe volunteered to tow Claude Adams in. Well, Claude is a very brave man so he accepted the service offered by Joe, thinking that he was to be towed home. Joe's mind worked pretty fast after he had gone about three blocks, (he saw a pretty girl), snapping the tow rope Joe donated his services to the girl. Joe says the tow rope broke and he forgot to look back to see whether Claude was coming or not.

Beech Nut Charlie says, "The mayor of Bradt station has ordered all the shade trees cut down around the station." "What's that for?" asked John Smith. "Oh, just so that on clear nights they can have a little 'moonshine'."

The management has decided to install an automatic signal at the Dekalb-Sycamore State Highway Crossing to protect our trains against reckless automobile drivers.

J. P. Balbinot was sent to "Joliet" a few months ago, but last week we saw him back in Dekalb. How did you get out, Red?

Carroll Smith is the box car detective at Dekalb. He reports box cars very wild this spring and difficult to capture. He is also very much interested in the future of St. Paul common, Henry Ford and SOME ONE ELSE.

Leona Heiland, one of the division accountant's clerks, has a new four door

# The Trackless Trollibus

The trackless trollibus, which is a combination of the pre payment street car and the motor bus, will make its first appearance in New York State, outside of New York City, in Rochester. The New York State Railways has just placed an order with the Brockway Motor Truck Corporation of Cortland for five of these new type buses to be electrically equipped by the General Electric Company. Each will be driven by two 25 horse power motors.

Just what streets these will be operated on in Rochester has not been definitely decided by the New York State Railways.

In addition to the Rochester order, the General Electric Company has received an order for the electrical equipment for nine more trollibuses which will be installed on City Island and operated by the City of New York.

The trollibus has aroused a great deal of interest throughout the country because of the present high cost of street railway construction and the competition from the motor bus.

The buses will have an external appearance similar to a motor bus—except they will be equipped with rubber tired wheels and trolley poles.

Since there are no rails to complete the electric circuit, as is the case with the trolley car, two trolley wires are necessary, one to carry the current to the motors and the other for its return. These

are strung parallel, fourteen inches apart, and the sliding trolley pole is divided so that one wire will be in each section at all times. The car has a leeway of eighteen feet, nine feet on either side of the trolley wires, which provide ample facilities for it to pass other vehicles on the street and to pull up near the curb to take on or discharge passengers.

The car is operated similarly to the automobile. The steering is done by a large circular wheel, as used by the auto, and the power is applied by a foot pedal operating an electric controller, similar to those seen in the motorman's vestibule of a street car. The pedal works automatically, and when the driver removes his foot, the power is off. There is a foot brake and an emergency brake, as on the motor bus.

Several cities are interested in the new type bus. In European countries the trackless trolleys have been operated successfully for several years. In England there are more than 100 miles in use, and in Italy eight companies are now operating forty-three and a half miles with satisfactory results. Trackless trolleys are not new to America, and at the present time there are installations in Staten Island, Baltimore, Petersburg, Va., Minneapolis, Minn., Los Angeles, Windsor, Ont., and Toronto, Canada.

The chief advantage of the trackless over the regular trolley

system is the low initial capital investment. As compared with the motor bus, the operating and maintenance cost is much cheaper. From the standpoint of the rider, it provides a service of equal reliability and comfort, and in many cases the operation is faster and smoother, especially where the streets are well paved and maintained.

To install a single track trolley line, the cost is about \$35,000 a mile on an unpaved street. On a paved street, where the trolley company is forced to pay for the paving between its tracks and two feet outside, the cost jumps to \$75,000 a mile. The overhead for a single trackless trolley costs about \$4,500 a mile and where a double set of wires is strung the cost will be about \$5,500.

Comparing the operating cost with the motor bus, gas and oil costs on an average of five cents a mile, whereas with the trackless trolley the cost of electricity is but two cents a mile. The maintenance of equipment, including tires, averages nine and a half cents a mile for the motor bus, as compared with four cents for the trackless trolley.

For depreciation, figuring the life of the motor bus at five years, as computed from statistics supplied by nine of the leading auto bus manufacturers of the country, the cost a mile is 3.4 cents, as compared with 1.9 cents for the trackless trolley, based on a life of ten years.

Totaling the above figures, the saving in favor of the trackless trolley is ten cents a mile. Figuring that the average bus runs 35,000 miles a year, this means a saving of \$3,500.

The trackless trolley installation has a high first cost, due to the overhead construction required. Interest, depreciation and taxes on this increased investment will reduce the annual savings to \$2,700 to \$3,000 a car.

Ford sedan. What did you say? Her telephone number? Well, boys, it won't do you any good. Lee is busy every night. I'm told a Willys Knight comes to visit the Ford.

Brakeman Earl Olson has a mighty fine radio. In fact, it is so good that we have all decided that victrolas are things of the past and a radio is what we need.

Estimates are being made for putting electric lights in the coal chutes at Dekalb Junction. Frank Fararra, the coal chute man, admits he is in favor of anything that will make the work "lighter".

E. C. Miller, yes, he's Harry's brother, has joined the ranks here. But listen, fellows, just 'cause he is Harry's brother that isn't a sign that you have to side-step him; he sure is a good scout.

Henry Gray and Ralph Altland drive up in their Rolls Royce most every day. Mr. Altland smoke a big black cigar and Mr. Gray carries an extra glove with him so that he doesn't hurt his hand when he cranks said Rolls Royce.

We are putting up a perfectly wonderful new garage. That is, all the material is here excepting the nails and roofing. We expect to have shelter for about four Fords if Traveling Engineer Bates doesn't insist on using it for a roundhouse.

Chet has returned. Yes, you're right, Chet took a vacation, but that isn't what I started to say. I want to tell you that it sounds like old times to hear him saying OK and I guess not but I think so.

#### H. & D. "J. D."

E. J. Ruehmer took in the Radio Show in the city.

W. A. Spooner is back on 1 and 6 after his winter vacation.

Henry W. Fillmore and Kenneth Ferguson have returned to their old places on the Columbian and Olympian between Minneapolis and Montevideo after having been away all winter.

Two telegraphers at Odessa have been laid off account business slack at present. They are Mr. Milton and Mr. Wanous. Both men will take the extra work on the division until such a time as they might bid in something permanent.

The position belonging to Mr. Struekins at Andover has been abolished and Streuk says he will try and find something to do on the Aberdeen Division.

Wanted, a wife, between age of 17 and 24, For particulars see "B" at the Monty dispatcher's office. Advertisement.

Frank Wilcox has the Ford fever and is thinking of getting a coupe.

Louis Wolfe, operator, Wegdahl, has learned to sing bass solos while he plays his fiddle, but he is going to have to give it up, as it is too great a strain on his fiddle strings.

Dispatchers' phone went bad order the other night and rang continuously, the results were, one of our long distance sleepers had to stay awake all night.

On May 14 a successful and enthusiastic Safety First meeting was held at Milbank, over 50 employes being present, representing every branch of the service. A large number of suggestions were offered by those present and acted on. Interesting talks on Safety were given by Superintendent Flanigan, Trainmasters ferred by those present and acted on. Inspector Esch. It was one of the largest attended meetings held on the division for some time.

Mystery!!! Vic Jorrison, of Cologne,

has applied for a few days off and has bought a nice new bungalow in that city. It is rumored he has been making weekly trips to Bird Island for the past six or seven years.

Cliff Bingham, West End conductor, rode 6 into Minneapolis and brought a new Essex coach back with him. That's Essex No. 2. Ben C. Bishop is the proud owner of No. 1.

Jas. Fisher, switchman, Monty Yards, is building a little bungalow out on 9th street.

Bill, the Monty G. Y. M., has a new Durant. It's a sedan.

J. J. Brown starts the vacations this spring by traveling thru Iowa, stopping at Marion and a few other Iowa points. He will be gone about two weeks.

To be in style one should carry a cane. Any one wishing to so be in style should communicate with Wild Bill or deal direct with Trig who has a good supply. All sizes and shapes stored away in Rock Cut.

Our genial co-worker, whose identity we will not disclose, except to say that the gentleman's initials are L. E. N., and, who we understand will shortly depart from this life of single blessedness and join the great majority in the holy bonds of Padlock, gave a farewell party to his friends the other night. A man by the name of Middlebrook served the supper. The near beer was set in a corner where all could help themselves and a hearty meal was had by all. After supper J. L. B. sang a solo entitled "Goodbye Boys, I'm Going to be Married Tomorrow," bringing tears to the eyes of the married men. Following this a dance was given. Music was furnished by a young man named Ruehmer who it is claimed, is an expert on a Self Player Piano. He played the last man down at 12:58 A. M., after said dancer had been shaking a wicked leg for 4 hours and 11½ minutes. All the boys report a swell time but are unable to give any details.

#### Dubuque Shops Jingles "Oosie"

The picnic season has begun—'bout every week someone has one. Peggy gave a picnic, it was a great success, e'n tho' there was no butter on biscuits, there were other things, I guess. The squitoes were real friendly, (they are at Eagle Point Park) but it wasn't any fizzle, and we stayed 'till after dark.

We had another picnic (a ladies' aid affair)—we motored out in the country and had some time while there. The eats were something scrumptious, the games we played were fine, and everyone voted that they had a most be-yuti-ful time.

The foremen had a picnic on Decoration Day—they took their wives and families and had a great array. Fishing was the pastime and one big fish was caught, but after it had been dragged in, Miss Pete was good for naught. Im simply telling the story as it was told to me—but the dimensions of the fish they say were 10 x 12 x 3. (Some fish story, eh?)

There's a little girl in Dexter's by the name of Miss Frommelt; she succeeds Mr. Oeth (the speed king), his loss is keenly felt.

The Radio is awful slow compared to news 'round here, for when it once gets started it goes some fast. I fear the little girl that wore the ring with orange blossoms on it, now knows for sure the joke was on her, for she took it off—dawgonnit.

Familiar phrases by our local workers: Plenty of seats down this way, don't crowd, let the children in.—S. A.

Where do we go from here? (The whole office building.)

When are you going to invite US to a picnic? (Some of the boys.)

I'll seek my bride in a laundry.—F. Frick.

He slipped a ring on her 'gagement finger, and murmured "Will you be mine", she must have said yes for Ed. K. is SO happy, as he juggles the cars into line.

When is a hair bob not a hair bob? Ask O. R.

When I was young and single, my money it did jingle—I useder go out with the boys and make an awful lot of noise; but now I'm in the old man's class and stay at home with my sweet wife lass. Buddy D.

Ten dollars and costs the Judge did say to our general car foreman t'other day. Now will you, Frank, recall the rule and pass on LOW a public school?

Adam likes a nickel just like a dollar bill—his dough'll be awful lonesome when Adam is lying still. (No sarcasm intended.)

District Storekeeper J. E. Dexter, who has been confined to his home for the past several weeks, we are glad to report is now convalescent, he notifies us—that "every day and in every way he is getting better and better". We hope he is and that we'll see his familiar face at the shops before long.

#### East Wind Mile a Minute

The legal department has solicitors' offices in eight of our states and it is peculiar to that department that it has the opportunity of working with, and is required to work with, every department of the railroad. It is, therefore, important that all legal clerks should understand the complete plan of the work of their department and should know the persons, places and things their department is concerned with. To this end the general solicitor is calling in the clerks from his solicitors' offices to afford them opportunity to learn the plan on which the freight claim department is operated, the plan on which the work of personal injury, fire loss and other claims is being done and in general to get an understanding of the methods employed in the company's Chicago offices and a personal acquaintance with their co-workers.

The clerks from Wisconsin and Iowa spent June first and second in Chicago. They reviewed the methods for handling the work in the legal department and, together with the Chicago law clerks, were shown through the freight claim department, the freight auditor's office, the ticket auditor's office, and the general adjuster's office, the general plan of the work in each of those offices being explained to them. Their visit went a great way toward advancing a spirit of mutual cooperation and it is planned to afford the clerks from the solicitors' offices in the other states a similar opportunity in the near future.

After spending a wonderful vacation for a week fixing up the Elgin home a fire broke out Thursday evening, June 14, and almost shattered all Miss Redfield's hopes and furnishings. The fire was discovered by Miss Redfield when coming from the big carnival which had just closed a successful run in Elgin proper.

His once flourishing moustache being

now no more, Orié is again enabled to drain completely and lusciously and with a minimum of inconvenience, with none of that strained appearance, the tall bowls of soups served at the Railway Exchange's familiar emporium of culinary delights, managed by our well-known former City Treasurer Mr. Thompson.

We are no longer greeted with that pleasant smile from Selma Brauer upon entering Mr. Brown's office, as Selma has left the Milwaukee fold to take up duties elsewhere. We wish her the best of luck and welcome Rose Riley in her place.

Mr. Brown's office lost another one of their old standbys, Lillian Schroeder, who has taken up the duties of housewife. Esther Dierenfeld is now working on that complicated looking report.

Miss Shapiro, accounting department, is planning to make an extended tour of the country this summer, adventuring beyond the outer boundaries of civilization and penetrating far into the western wilderness—Fox Lake, Illinois, being her objective. Many fears are being entertained for her safe return and we're thinking of burning a light in the window of the Exchange to guide her safely home.

Miss Slocum, G. S. M. P. office, picked a bad time for her vacation, but we are sure the cold weather will not prevent her from enjoying the early morning dips at Paw Paw Lake, of which she is so fond, and participates in at the winter classes of the Y. W. C. A.

The girls of Mr. Brown's office made their annual pilgrimage to Riverview Park on June 1 and report having had a fine time. We could not learn any of the particulars of the trip but possibly a little further questioning on your part will disclose some of the details.

Go into 1204 and look over Elmer's new 193 model, streamline effect windshield. 'Stoo bad they covered your baby blue eyes with those horrid spectacles, Elmer, but maybe you'll be able to see the hands of the clock now and not keep your mother waiting supper.

Mrs. H. A. Wicke, whom you will remember as Bertha Melcher, returned to the Railway Exchange for a few short moments the other day after we thought she had forgotten her way up here. We were all glad to see her and hope she will not stay away so long again.

Our scribe from Perry, Iowa, and our At Home Editor, Ruby Eckman and Hazel Merrill, respectively, are going to do Yellowstone National Park the first two weeks in July. We wish them every joy on their trip and shall expect to hear all about Old Faithful and the like when they return.

Mr. Haas has embarked on a business and pleasure trip to the coast and will probably be gone until the middle of July. We hope he does not work as hard on the road as he does in the office, and are sure the West End bunch express our sentiments as far as Mr. Sillcox's work when he goes out here.

George, the file clerk in Mr. Sillcox's office, intends to spend his vacation in some foreign country, probably over the M. C. to Gary.

Paul Jones stands ready to answer all questions concerning the Golden State, as he has just had a fine trip out there. Wonder who did all the assisting to the chief clerk in Mr. Brown's office while he was away.

Harry Johnson of that office also had a fine vacation, but I was unable to learn where he went.



J. H. MACE  
Official C. M. & St. P.  
Watch Inspector



**"Bunn Special" Watch**

Adjusted to 6 Positions

No. 16 Size. 21 Ruby and Sapphire Jewels; Accurately Adjusted to Temperature and Ischronism; Compensating Balance; Polished Gold Train Wheels; Double Roller Escapement; Conical Pivots; Beveled and Polished Steel Escapement Wheel; Breguet Hairspring; Micromatic Screw Regulator; Recoiling Safety Click. All beautifully finished and artistically damasked. Plain or Montgomery Dial; New Model; in a Case of your own selection. Made to meet the hard service of railroad work.

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**J. H. MACE**  
PRESIDENT  
**Mace's**  
Official Railway Watch Inspector for all Railroads

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KANSAS CITY MISSOURI

Jim Denike, of the motive power department, went to Montreal to visit relatives but came back financially embarrassed before one week was up. Jim hopes to lay up enough so that he will be able to go back there and finish his vacation. He needs help.

Marriage was formerly considered the big event in a girl's life, but now 'tis getting her hair bobbed. Miss Hornig, in the accounting department, can enlighten any doubting Thomases. (Likewise Mile-a-Minute.—Ed.)

Caroline Wegener, Sadie Ellis, Marjorie

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**From Your Company's Watch Inspector**

Now is the time to buy your Railroad Watch. Whether it be a Hamilton or a Bunn Special—if you buy it from M A C E—Official Railroad Watch Inspector—it is right in every respect and sold to you on my positive money back guarantee. Liberal terms—no money down—and my easy monthly payment plan, makes the buying of your Railroad Watch from me as simple and satisfactory as though you came into my store and made your selection from the immense stock I carry.

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No. 16 Size, 21 Extra fine Ruby and Sapphire Jewels in Gold Settings, Double Roller Escapement; Sapphire Pellets; Gold Center Wheel; Steel Escapement Wheel; Micromatic Regulator; Breguet Hairspring; Double Sunk Dial; Compensating Balance; Beautifully Damasked; Adjusted to the second; Adjusted to Temperature and Ischronism; Plain or Montgomery Dial; New Model; in a Case of your own selection. A Watch you will be proud to possess and to show to your fellow workmen.

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Without obligating me in any way you may send me your Free Watch Book and full particulars about your Easy Payment Plan on Railroad Watches.

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Garrity, Arthur Sabey, and Frank Augustine are all new arrivals in Mr. Brown's office. Now maybe you will know I was not fooling when I said it took a Philadelphia lawyer to keep track of the changes there. We hope they will all be able to stay with us for awhile.

Al Bross will be back in the office of the general superintendent of motive power again for the next couple of weeks during the absence of Mr. Haas. Al will see more files in the next two weeks than he ever thought were on the whole railroad.

Everything is lovely and the goose hangs high!

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MILES CITY

MONTANA

### Iowa Middle and Western

*Ruby Eckman*

Mrs. Julia Baldwin, widow of Engineer Wm. Baldwin, came east from Seattle in June to visit at the home of Engineer Thos. Pender, and with other Perry friends.

Mrs. Frank Colburn, wife of yardman in Council Bluffs yard had her wrist broken and was otherwise injured when a street car on which she and her husband, and Engineer H. Colburn and wife, were riding, jumped the track and went down the street for about four blocks. The experience was one which they do not care to repeat. The brakes on the car failed and when they rounded a curve the street car left the track demolishing a number of autos that were parked in its path.

Grover Patterson, who is a member of the Grotto Band at Dubuque, went with the band to the National convention in Cleveland in June. Mrs. Patterson accompanied him.

A large number of Perry railroad men were made happy the fore part of June when the state of Iowa paid their soldiers' bonus of fifty cents per day. Most of the men, especially those who were members of the 13th engineers, drew the maximum of \$350.00.

Engineers Mel Foster and Wm. Chase, Conductor F. G. Cummings, Switchman S. C. Tucker, Clerk Edward Fitzgerald and Machinist Harold Hass were in attendance at the state convention of the Elks lodge held in Marshalltown in June.

Earnest Banyard, son of Conductor E. E. Banyard, is working as a timekeeper for an extra gang this summer.

Master Richard Fuller, son of Conductor Wm. Fuller, fell from his tricycle and broke his leg May 16. He has since been confined to his home.

Mrs. Frank Colburn, daughter-in-law of Engineer Hiram Colburn and wife, died at the family home in Tulsa May 15. Besides the husband she left a baby six weeks old. Burial was made at Perry as she and Frank were raised in Perry and married there.

Gasoline motor car 5901, which was in the Perry shops for a long time undergoing general repairs, was put in service on the Des Moines Division the latter part of May, taking the place of a passenger train which was operated between Des Moines and Boone.

Conductor C. F. Wightman has been appointed general yard master at Perry, taking the place of R. O. Wicheal who went to Council Bluffs to work.

J. H. Murphy, agent at Jamaica, and Ralph Murphy, ticket clerk at Perry, accompanied by their wives, went to Syracuse, New York, the latter part of May for a visit with relatives.

Mrs. Wilson Fish, mother of Carl and Nile Fish of the Perry roundhouse force, died at the family home May 17.

Eugene Colber, electrician at Perry roundhouse, was transferred to a similar position in Milwaukee in May. George Taylor takes his place at Perry.

Machinist Ardis has moved his family from Valley Junction to Perry. The family of De Witt Gibson, assistant foreman, have also moved from Marion to Perry.

The freight engines on the Middle Division have been assigned to regular engineers now. As soon as some new engines arrived the West Division engines will be assigned.

Machinist Fred Dollarhide had the mis-



### The Merchants Banks

announce the opening on June 29th and 30th of the new banking rooms of the Merchants Trust and Savings Bank, Fourth near Robert, Saint Paul.

With increased facilities these banks offer you a greater service.

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Capital & Surplus \$1,250,000.00

### The Banking Home of Railroad Employees

Checking and Savings Accounts  
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fortune to mash his hand May 19, causing him to be off duty for several weeks.

Perry yard force has been making some fast changes of engines and cabooses on express trains. Their record was a four-minute change, most of them using five minutes, however.

Fay Marsh, a passenger brakeman on the Iowa Division, had a narrow escape from a serious accident in the fore part of June. He opened the vestibule to get a clearance which the operator at Portsmouth was handing up and slipped and fell. The train was moving slowly or he no doubt would have been seriously injured. As it was his arm and face were badly bruised.

Harold Hegen of the bridge and building department on the Iowa Division has gone to Copenhagen, Denmark to see his relatives, whom he has not seen for about sixteen years.

Blacksmith James Ross and family of Perry attended the Shrine convention in Washington. Mr. Ross is a member of the patrol at Za Ga Zig Shrine in Des Moines.

A. E. Brooks of the Middle Division train-men's list is planning a trip to Montana to visit relatives and his itinerary reads so that he will be at Shelby, Montana, July 4.

Alex Borg, coal shed foreman, returned to work at Perry June 5 after a several weeks' lay-off on account of sickness.

Miss Irene Stapleton, clerk in Train Master Bowen's office at Perry, took the service rosters to Chicago, June 13 to check them in the office of the superintendent of employment.

### Chicago Terminals

Guy E. Sampson

June half gone and only a few spring days have come our way.

Yard Master P. McCann at Western Avenue sure was on the job when he overheard someone reporting a casting lying on the main line west of the Avenue. He at once took a switch engine and a crew and went out and located a piece of machinery that had shifted on the car enough to catch one of the bridges on the elevation. It had been unloaded and was lying close to the track.

A number of years ago Switchman R. P. Hays for some reason was sentenced to 10 years as a yard master. But on account of good behavior he was released at the expiration of about 8 years. But last month he was sent up again and we understand this time it is for life with no time deducted for good behavior also that the company has the right to extend the time if they see fit.

Wm. Salge, who resided at Rosselle, Ill., worked as carpenter for this company for three years. On May 6 while on his way to a Chicago hospital to visit his wife who was ill there, the car he was driving turned over while making a turn and he was so seriously injured that he died the following day. The sympathy of all employes is extended to the bereaved ones.

June 1, 1923, is a day to be remembered in the history of Chicago Terminals, for on that date the office of general car supervisor was effected with Harry Cameron, G. C. S. and Kenneth Leigh assistant with headquarters at North Hump office, Bensenville. All yard clerks and car tracers were transferred from the agent's rolls to the assistant superintendent of terminals with Mr. Cameron in charge. Mr. Came-

ron is well known to all employes in the Terminals and to many out on the line. Has been with the Milwaukee since 1902. He has served on different committees to promote efficiency, economy and Safety First and has always taken a personal interest in the welfare of the men working with or for him; always insisting that yard clerks give the company 100% service. The management expect that Mr. Cameron and his assistant will perfect a yard organization second to none. With harmony at all times and working hand in hand with agents and switching forces, the uniform carding and handling of cars, in all yards alike, being in a position to handle increased business without delays. This is the work that Mr. Cameron feels confident that each and every employe will do his best to make it a success and keep our "Second To None" service the best advertisement for the Milwaukee.

W. Bishop, another old timer, was promoted to chief yard clerk, West End Bensenville yard to fill place of H. J. Cameron promoted.

"Zip" Winn, (Abe Lincoln's double) has come out of the moonshine to the sun light and is working days. How does it seem to sleep nights, Winn?

Switchman Owens reports a bran new daughter at his home. Fine smokes as usual for all employes at Bensenville.

What a fine time our employes of Chicago Terminals had through the kindness of Mr. Hodge, general manager of Riverview Park, who distributed over 6,000 free concession books for various amusements at Riverview, among the C. M. & St. P. boys and girls. All employes give a vote of thanks to Mr. Hodge and the first visit will by no means be our last to the Park.

The entire Chicago Terminals has just passed through a spring house cleaning and if you have been away from Chicago for a few months just keep your ears open for the conductor to call out Chicago or you won't know where to get off. Every yard has had all its loose material and scrap material loaded up and disposed of and only for the cars on the tracks the yards look like a skinned ball diamond. The Safety First committee come in for their share of the credit for this improvement and the personal pride of officers and employes alike gets its share. However it has made a wonderful change in the appearance of the old place.

Galewood Folks

I think it's about time someone was talking, and letting other people see, what the folks around Galewood are doing, who work for the C. M. & St. P.

I believe I will start with Frank Bronkhorst, who is very patient and slow. His job of placing the switchmen, is one of the hardest I know.

And then there is Dave Williams, who will do everything you expect. He knows where his trains are, at all times, and never forgets or neglects.

Then Louis, our genial yardmaster; you all know Louis X. Crone. When it comes to a job of wrecking, why Louis, he is right at home.

There's Mollie, the telephone operator. I don't believe I know her last name—but she's always cheerful and pleasant; on the job in sunshine or rain.

And Mrs. Earl, another phone girl who works with Mollie each day. Her voice might sound bad, but she never gets mad I know. It's just her way.

There's Anne Rowlett our stenographer.

A girl that's hard to compare. She works all day long with a smile and a song. Say, do you know that she bobbed her hair?

Now Let's go to the water tank shanty, that's at the east end of Yard 3, and see all the engines working as busy as busy can be.

Harry Webster is one of the conductors at the east end of the yar. When you are working with Harry, you surely are going to work hard.

There's John Callahan. A very nice man. He works in the Class Yard all day. He goes like a Turk—without any jerks, and never has much to say.

There's Henry Wortham at Cragin; he's a Switch-tender, you know, but when it comes to moving trains, Henry is never slow.

We will go to the West End of the Train Yard, where old Fred Hofner holds sway. He has been on the job for a long time, and I don't believe that he's missed a day.

The conductor on the West End engine, you have all heard of him, no doubt; but I don't think I will consider him, so I am going to leave him out.

Then over onto the Staker Lead, where Schuler and McGee line the gates. They work with a will and never sit still, and get all the cars in straight.

George Tompkins is an Illinois boy, who works up on that Lead, but they don't make the C-2s fast enough, George is built for speed.

Bert Slemmons, on the Yellow Cab, the hardest job you will find, with forty or fifty loaded cars out on the fast main line.

Dickeson, on the Bloomingdale line, a job that is awful hot. Eight hours on a job like that, and you have given about all that you have got.

Joe Goberville, with the Cragin job, that works sunshine or rain; I guess he is doing the business, we don't hear any of the shippers complain.

Orlo Pierce, over in old Yard Two. A nice boy I know you will say. The only thing I have against him, is he comes from Iowa.

Johnnie Mahon is on the House job. A nice easy place you will agree. But get on it a while and try it, and you will change your mind, just like me.

Bill Dargan, on the 7:30 Transfer, the Goose Island Merchandise run. All Bill has to do is get on and ride—I know that must be lots of fun.

Johnnie Stokes, on the Western Ave. Drag job, that makes a trip to the Belt. He is always up and a-going, and I know his efforts are felt.

—W. A. R.

L'Envoi

Now then, a word of the author: He's as tall as the sun at high noon; as thin, I guess, as a chorus girl's dress; he's the bird who hangs up the moon.

Slim Rieger, the fellows all call him; after eating peas, he's all bumps; there's not enough tonnage to stall him; he handles more cars than both humps.

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

Nora B. Decco

Understand Engineer McCormack had struck oil on his ranch in Idaho. Goodness knows we all hope this is true and that he didn't upset a lamp or something in the basement and just dream it. Time will tell.

# FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

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## Baldwin Locomotives Keep Industry Moving

The prosperity of the entire country depends largely upon the transportation facilities of the railroads. Baldwin locomotives are helping the railroads move a heavy freight traffic in record time, supplying industry with raw materials and delivering manufactured products to destinations all over the country.

**THE  
Baldwin Locomotive Works  
PHILADELPHIA**

One Shrine special bound, Washington, D. C. ward from Tacoma, passed across our division first day of June. A Shriner conductor on board to keep the bishop company so there wasn't very much to worry about. Engineer Thompson was on the head end out of here but did not see his fez so perhaps he did not know ahead of time he was going to be so complimented.

Former Agent Kerby (now of Chicago) a long ago R. M. Division employe and for many years agent at Lombard, passed thru our city middle of June on his way to the coast. He looks like a city man.

Mrs. Pete Kirwan, wife of R. M. Conductor Kirwan, who has been very sick in the St. James hospital in Butte, is now on the high road to recovery and her friends will all be glad to welcome her home again after such a severe illness.

Mr. and Mrs. Gilham, parents of Fireman Gilham of Deer Lodge, are here from Wisconsin making their son and wife a visit. Mr. Gilham is an engineer on the Lines East but he thinks we must have lots stronger draw bars out here than they have back there as they hang so many box cars one after another on to each one of them.

Mrs. Lieb and Charlie have gone east for a visit with home folks. I don't dare put her husband's name in the Magazine or I'd say how lonesome he looked. I'll tell her about it when she gets back however.

Brakeman Wilbur just walked in and spoke right up an' said "I'm done." What do you know about that? Nothing like it ever happened on this road before that I ever heard of. Lots of times some one else has said "You're done," but to say it yourself—well think of it. He has a ranch out in Washington where he is going to raise something, and they had to hire two new men in his place right away.

Earnest out of H. L. W.'s office went over to Deer Lodge took one look at those twenty girls in that office where he was going to work and came right back again. Couldn't make the grade.

Agent Crowder, long of Two Dot, has bid in Donald first for the summer and is now high on the hill top taking life easy.

Engineer Frank Echard, of the Northern Montana, has bid in the second helper at Lombard and will take the run shortly. Mrs. Echard, who has been very ill with rheumatism for several months in Lewistown, is recovering and has returned to Three Forks where they will again move into their home here.

Conductor Hamp and family have sold their home here and have moved to Deer Lodge for the rest of their lives. Mr. Hamp has been assigned to a passenger run on the main line and certainly looks like an old time conductor in his uniform. Conductor Wilson is running extra on Conductor Boyers run for some weeks while Mr. Boyer is off on vacation.

Conductor John England has been assigned to a run on the Northern Montana. We all wish him the best of luck and although we know he would rather be there than here (else why go there) still we all hate to lose him.

The worst has happened. Fireman Kunze has had his fone taken out. This will fall flat off the division. But not so flat for the call boy, as he lives just the other side of Willow Creek. That is the reason Mr. Lane had to buy a Ford car.

## Heard Above the Air Hammer's Rat-A-Tat-Tat at Bedford Shops.

"Red"

'Bout time we were beginning to plan for the annual picnic at Odon, isn't it?

Bedford takes the lead in everything. Machinist inspector on second shift at Bedford roundhouse now has a stenographer all his own.

Never 'again boys. Since our report in the June issue, relative to Machinist David Long being admitted to the Lawrence County Bar, we've received letters from 33 boomer machinists, 19 boilermakers and 27 helpers, requesting information as to how to obtain admittance to the Lawrence County Bar, where same was located, price charged and quality of the stuff served. And Bedford bone dry.

A Safety Committee, with E. C. Turner, of the boiler shop, as secretary, has been organized at Bedford to meet each Wednesday afternoon. The meetings are well attended, several goods results have already been obtained and more are promised. Let's every one get interested now in the Safety First movement and get behind the committee and boost for all we're worth, thus making Bedford shops the safest shops on the system.

Boilermaker Dan Kane says it pays to attend the Kentucky Derby if you know which horse to put your money on. Dan went to Louisville, enjoyed the races and had enough left to buy a brand new straw hat and one little \$2 ticket on Zev paid for it all.

Three more recently discovered disciples of Isaak Walton. Wm. French, Harry Bridwell and Howard Byers.

Letting our imagination run riot and making ourselves believe we are Oosie of Dubuque, results as follows:

Levi's sold his house in town and's moved out in the sticks; now he's eatin' ham an' eggs an' course he never kicks. Shorty's sold his little farm an's movin' back to town; like as not he'll starve to death 'fore he gets settled down.

Each pay day Frank Heath used to go and add unto his hoard; now he 'aint got no bank account but's got a brand new Henrymobile.

Chief Clerk Bridewell and Foreman Gore went to Linton with the crew, to bring the circus into town as boys will often do. They left the yards at 6 o'clock, got back at 2 A. M., but the only thing they'd say next day was "never, never again."

Speaking of circus, we present

### THE CIRCUS DAY PARADE

*By The Boiler Shop Pote.*

Oh the circus day parade, how the bugles played and played,  
And how the boilermakers in their overalls arrayed,  
Ground their teeth and cursed and swore,  
vainly listening for the roar  
Of the lions and the tigers o'er the noise  
their hammers made.

Oh the circus day parade, what a noise the people made,  
As they thronged the streets and sidewalks in the sun and in the shade  
But the boilermakers all could not heed the circus call,  
For the boss liked best to hear the rat-tat-tune the hammers played.

Oh the circus day parade, how the bur-

And what a tuneful melody the big steam calliope made, But the boiler-makers missed all the fun and joy of this

'Cause the boss liked to hear the rat-tat tune the hammers played.

Seems like all the stenographers around these parts just naturally gravitate towards the machinist trade.

Listen. If any of you birds dislike seeing your name in print remember we're willing to make it something about the other guy if you'll tell us what to write. We've got to fill her up some way, if not about him then it must be you so get busy.

**Twin City Terminals**

*Molly O*

Saul Hemsey and Alice Farley spent a pleasant noon hour on one of the benches in Hobo Park recently. A pleasant time was had by the other hobos present.

Lawrence Netka is keeping bachelor's hall these days. His wife has gone to the country.

Owing to rush of business our items this month are like hen's teeth—few and far between.

As an illustration of the so-called high freight rates on the railroads, the following experience of a Minneapolis man may be enlightening. He shipped something over 1,600 lbs. of household goods from Chicago to Minneapolis and in the transaction it developed that the costs were as follows:

Drayage in Chicago, 1½ miles....\$ 9.50  
Drayage in Minneapolis, 1 mile.... 6.00

Total drayage charges .....\$15.50  
Freight charges, Chicago to Minneapolis, 420 miles, including terminal haulage of 8 miles in Chicago.\$15.10 and thereby showing a cost of 40 cents less to haul the goods 420 miles by rail than it cost to haul 2½ miles by truck. Why not have some government commissions appointed to regulate the trucking companies in the cities and let the railroads alone for awhile?

**Rail Rumbblings from St. Paul**

*Allen*

Yes, George the messenger boy keeps a daily diary and an extract from same read as follows:

"May 17—Today is pay day. I bought a mouth organ. At noon time, down at the office I was playing it, and Mr. Flynn said, 'Go down in the boiler room, George!'"

William Briggs, Sibley Street Crossing flagman, celebrates his twentieth year at that crossing by getting married. All right, Bill, good luck to you.

Tom Sheehan, special officer, purchased a Ford last week and will spend the difference on repairs, if he continues to insist upon getting into the traffic jam at the rush hours with his experience at the wheel numbering about two days. Every time he leaves the office we all say, "Good by, Tom."

We were just wondering if "Welcome" would not be a good place to spend a vacation—yes, Welcome, Minnesota.

But we thought of that too late for Robt. Morehead, and the writer have chosen a spot on the southern shores of Lake Superior in the famous pine country near Ontonagon, Michigan. So if any of you readers are figuring on getting any fish in that neighborhood you had better hurry and get there ahead of us. Isn't that

right, Bob? J. F. Bronoel, agent, vouches for the beauty of the camping grounds selected, so it must be O. K. we agreed.

The first big boat up the Mississippi this season docked at the Sibley Street wharf today, the steamer George Washington, and the professor on board immediately favored us with a little calliope music.

And what do you think? Agnes Mul-kern got her hair bobbed last week. Oh you Bobbie!

Don't miss our "fish" story in the next issue of this Magazine.

**S. M. West Notes**

*Ray H. Hoffmann*

Joe Breski, machinist at the Madison roundhouse, was married on Wednesday, June 6 to Miss Agnes De Mars of Madison. They left on No. 211 in the afternoon for a trip to the Twin Cities and the coast. Joe bought the "treats" for the roundhouse force before he left. We extend our congratulations and wish them success and happiness.

Engineer John Cline and wife left for Washington, D. C., the early part of June to take in the Shriners' convention.

Night Roundhouse Foreman Baker has bought himself a new Ford sedan. Mr. Baker had the misfortune of running his old car into Lake Herman some time ago and tipping it over. Baker saved himself from serious injury by jumping out of the car before it hit the lake.

On June 1 the special Shriner train carrying about 130 members of the Mystic Shrine Order passed through Madison enroute to Washington, D. C. The train consisted of five steel sleeping cars and a number of other steel cars. It was handled by two G-4 engines from Woonsocket to Madison in good time.

A Safety First meeting was held at the Madison passenger station on the evening of June 5. The meeting was well attended and quite a number of safety first items were brought up for discussion and action to be taken on same. Interesting and instructive talks were given by Safety First Inspector W. F. Esch and Chairman E. A. Meyer.

Engineer Felix Vidal and wife left for a trip to Washington, D. C., to take in the Shriners' convention. They will also visit their son at Washington and their daughter at Grand Rapids, before returning to Madison.

Agent Harvey Gregerson and wife of Madison, went to Centerville during the early part of June where they witnessed the high school graduation of their niece, Miss Lucile Gregerson.

The employees of the S. M. West wish to extend their sympathy to Will Malone, yardmaster at Jackson, Minn., in the loss of his wife who died at the hospital at Mankato, Minn., on May 11, following an operation.

We understand that Wm. Tyler, freight conductor out of Madison, is getting to be quite a dancer. "Bill" says his wife taught him how to dance in twenty minutes. Good work, we say.

Dud Simpson, Merle George, and Jerry Tollefson of the Madison freight house force, are putting in their spare time as detectives. They specialize in the capture of runaway boys. No boy too large, no boy too small. After capturing them they always insist on putting them into the "Cooler". The rewards are divided equally among the three of them.

The following was written by A. B.

**Flannery Specialties**

F. B. C. Flexible Welded Staybolts  
Tate Flexible Threaded Staybolts  
Realock Nuts  
Forged Crown Stays  
"Realock" Grease Cups

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SO LONG AS YOU KNOW  
WHERE TO FIND IT

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and Tools

143-145-147 W. Water Street  
Milwaukee, Wis.

Elliott, section laborer on Section 55, at Winfred, So. Dak.

Oh, the journey will be smoother for Charley Martin by and by

For we've taken out all the crooks and turns and made the low spots high.

We've taken out the broken rails and slipped in the new

We've put in lots of ties and fixed the crossings, too.

Fred Patro is our foreman on this section 55

And Fred, he knows his business just as sure as you're alive.

So we've got her all lined up just as straight as Fred can see

And I know she's just as solid as any track can be.

So you can tell your fireman to shovel in the coal

And you can pull the throttle and let the drivers roll.

I know you'll miss her shimmy as she rambles down the track,

And when you hit our section you'll want to run her back.

But if you ever leave the rails on this section 55

Please don't blame the foreman if you come out of it alive.

For we have put in lots of labor in the sunshine and the rain

And if anything happens we hate to take the blame.

But here's wishing you good luck and a smooth and peaceful ride

Till you pull the whistle for that section over on the other side.

But for me, I'd rather bum her through for I'm hard boiled as can be

For I'm Paddy on the railroad on the C. M. & St. P.

#### Des Moines Division Items

##### *Frenchy*

The long needed tariff case for the D. F. & P. A.'s office is now under construction much to the joy of every one concerned.

G. D. Gordon, motor car inspector, is spending some time on the Des Moines Division helping to operate and teaching trainmen to operate the new motor car recently placed on the Boone Line.

The station at Okoboji was opened June 1. C. E. McGrew has been appointed agent for the summer months.

Operator Joe Pope is building a new residence in Urbandale. Presume he will be becoming one of these so-called "Gentlemen Farmers" and running for office before long, making our own Senator Brookhart wake up and take notice. Expect to have a picture of him taken in his overalls for publication in the Magazine a little later.

Any one wishing any valuable information concerning the raising of peonies call on City Passenger Agent Bestor who is authority on this subject. The superintendent's office was favored with a beautiful bouquet of these flowers recently.

Miss Thelma German of the superintendent's office leaves Friday June 15 for a vacation in the west. Expects to spend most of her time at Twin Falls, Idaho and Great Falls, Montana. Understand she has some wonderful new clothes with which to dazzle the eyes of the poor cow punchers. Wouldn't be surprised if she brought one of those back with her.

Mrs. Fred Ludwig and sister Helen Spieth, formerly with the Des Moines Union Railway at Des Moines, now of

Tacoma, Washington, visited their many friends in Des Moines recently and were the recipients of many social affairs given in their honor.

Mrs. Earl Hartshorn returned from a visit to Omaha. Understand Earl has been haunting the station every day and was very glad to welcome her back.

Roscoe Frazier is the proud possessor of a new Oldsmobile and has promised all his friends rides but so far none of the promises has materialized. They are still living in hopes, however.

W. L. Moody is flashing his bonus check around making every one green with envy. We have an idea it will not be flashing very long in these days of the "High cost of Living" or the "Cost of High Living" as some put it.

Engineer Thos. Griffith and Conductor C. V. Shannon have gone to California. Conductor Geo. Moore says if any more go to California they will have to move the Des Moines Division out there.

Quite a number of the boys at Rockwell city have received bonus checks lately and as a result Paul Black, engineer, is sporting a new Chevrolet coupe.

"Izzy" says he has been busy painting his canoe getting ready for the summer season at Twin Lakes.

Dispatcher "Ole" Olson says the bowling and checkers season is over but will not admit that the horse shoe season is now in its prime and that he is reputed to be the champion in this locality.

Ed Olson, formerly relief dispatcher at Dubuque, has recently been appointed as regular dispatcher at that point.

#### P. du C. Division Items

Haven't fished any yet.

Frank Tarpley, formerly trainmen's timekeeper superintendent's office, has been promoted to position of material clerk. He says he has a great respect for the man who formulated the "Index to Classification of Operating Expenses." Some man! says Tarp. We might also add that Tarp is spending his spare time emulating the example of Andy Gump as a gardener.

Our "Home Ec." girl, needle work department, has had several calls for her services lately. Ripping! says she.

John B. Meyer, side wire operator and extra dispatcher, at Madison, was united in marriage on May 9 with Miss Hazel Shaughnessy, daughter of Chief of Police Shaughnessy of Madison. They are on an extended honeymoon in the east and will be at home at 449 W. Mifflin Street, Madison, after June 1. "Chief Meyer" is well known among all the employees on the division and all extend heartiest congratulations and best wishes.

One of our engineers is trying hard to explain how, when and why he stalled part way up a hill and requested brakeman to go back and cut train in two so they could double in to the next station. Conductor met brakeman and upon learning the program, after transmitting signal indicating train was being cut, gave go ahead signal and entire train started. Caboose night markers were removed shortly after and engineer arrived at next station with all of his train. Looks like another case of "Supremacy of mind over matter."

Our master mechanic, W. C. Kenney, has had an epidemic of boils and is now having a two weeks' vacation recuperating.

#### Janesville Items

We understand Conductor Newton Dun-

widdie, of Janesville, has a new Chevrolet coupe and enjoys driving it very much when he isn't too busy on the Mineral Point Division. That's right, Newt. Might as well be dead as out of style!

Sid Northrop, yard clerk, Janesville, wants to know who that fellow is that went horseback riding at 2:00 A. M. Why Sid, the only one we know of is Paul Revere.

Jean Brown's mail (he's the handsome chap in Mr. Zimmerman's office) is quite heavy from Detroit. We are sure that Henry Ford isn't the cause of this.

Even though gasoline does jump to \$1.00 per I'll wager it won't keep Irene Peterson away from Beloit!

When Jim Gallagher is through working for the day as conductor on the way freight, he still takes orders when he gets home. Of course this is because he knows who's "boss."

Bob Crane and Willard Skelly are the only two single men around Janesville passenger depot. Of late all our young men in the ticket office, including the operators have "stepped off." The last of these was Frank Sennett and we understand he met his bride in a very romantic way through the ticket window. Frank, won't you please give these guys a chance to show their ability at selling tickets.

#### Freight Auditor's Office

##### *Rein and Rott*

Cupid has wrought havoc in the freight auditor's office and it looks as if he will continue for some time to come. Our smiling Aline Bigley, Mr. Conrad's secretary, left to be married May 19. A chest of silver was presented to her with wishes that her married life would be full of sunshine and happiness.

George Walschon, the "Apollo" of the statistical bureau, was united in marriage to Esther Balcom. Esther received a pair of torchier lamps and George a percolator, with best wishes from the bureau.

As quoted by a bureau head, "When girls get disgusted with life they get married." So Julia Lama and Elsie Tolf of the computing bureau, left to get married. The girls of the bureau having read Longfellow's poem, "Some days must be dark and dreary," thought it would be wise to present Julia with a beautiful table lamp and Elsie with a pair of electric silver candle sticks to brighten up these days.

John Ericson contemplates spending his vacation in Cuba. Boys leave your orders with him early.

Nina Fisher, who hails from Mayville, Wis., has returned to our midst after an absence of two years. Same old smile and pleasing disposition.

The "Count" of Ohio Street, C. Vendegna, was peeved when the warm weather set in, as it stops him from wearing his "Sheik" outfit.

The reason for the beaming countenance of Martin Luther Girton is that he is the proud daddy of an eight pound baby girl.

For correct time see "Big" Ben Reinert. He picks it off the radio.

The C. M. & St. P. weather forecaster (Andrew Duffy). Every time he shines his shoes it rains.

Noteworthy progress is made in the construction of the new addition to the Fullerton Avenue building. In less than two weeks excavation was finished and a fairly good part of the foundation laid. The plans call for an additional 157 feet, making the structure one of the longest in the

city—757 feet. Being six stories in height, the floor space will be enormous, but not any too much for the large office force which it will house; approximately 2,000 clerks, practically the entire accounting department. This will do much to facilitate the work in the various units of the accounting department, as it will bring them into a centralized position, creating closer harmony and co-operation, also doing away with delays in the exchange of inter-department business, which often occurred account of the wide separation in the location of the different branches.

### Old Line "Line o' Type"

Hazel E. Whitty

It is reported that the storekeeper at Sleepy Hollow had to trim his whiskers because the weed commissioner got after him.

Paul Parent was badly stung by the auto bug and as he figured every one has to take a chance in this world, he started out with his car for a trip to Watertown. He came home minus the car and a good deal sadder and wiser. He says "it is better to have tried and lost, than never to have tried at all." He plans on doing the same thing over as soon as he can accumulate \$50.00.

Uncle Jess Hargraves was also stung by the auto bug and is now the owner of a new Ford which he uses going to and from work at Lannon. He is not taking any chances with the telegraph poles however and has his daughter at the wheel.

Chief Carpenter Wolf has been transferred to the Lacrosse and Wis. Valley Divisions and will be located at Portage. Chief Carpenter O'Brien is in charge of the Northern and R. & S. W. Divisions with headquarters at Milwaukee. Mr. O'Brien is well known to us, but it was quite a shock to see him without his soup strainer.

Peter Diedrich, our section foreman at Mayville, announces that he will soon have one section man on the force that he can rely on. The stork left him a boy on April 14.

"Beyond the clouds is the sun still shining." This is an old saying but there is some truth in it—Just as Mr. Armstrong, roadmaster, was feeling down and out because there are no men to be had, in comes Walter Kohl, signal maintainer, with a magazine which puts forth a new system of trackage. The rails fit into one another like switch points and there are no track fastenings of any kind used. The labor problem will be solved in about a hundred years from now anyway, and Mr. Armstrong figures that if he gets through the first hundred he will be all right.

How often we hear around town "I just love to ride in the trains where So and So is conductor. He is so pleasant. It just seems that he is trying to make us feel at home on his train." This proves that the grouch is no longer welcome if we want to invite people to use our trains.

Station Agent N. E. Anderson of Randolph, passed away on May 14. It was thought that he was on the road to recovery but complications set in which resulted in his death. He was a good employe and will be greatly missed.

John Miller, agent at Rubicon, was married on May 15.

Joe Barnish has been appointed agent at Cambria. Windmill Harry Miller has the second trick at Horicon and Mrs. Chambers third trick at Slinger.

On May 10 P. Diedrich, section foreman at Mayville, saved a box car loaded with lime. This lime had been loaded hot and took fire. He shoveled the lime away from the burning portion and put the fire out. There was quite a hole burned in the floor which he re-planked. The car was fixed up by the section force alone so there was no delay. These little things are what count if everyone would only do them.

Spring has many signs but we hold that weddings are the best sign that spring has come and heart is light. The best indication of this was the marriage of our fellow employe and friend, Jake Babcock, to Miss Ethel Schiefelbein of Portage, Wis., which occurred on May 28, 1923. Both parties are highly esteemed young people of Portage, and leaders in all society events. After an extended honeymoon which will take in Minneapolis, Seattle, San Francisco and other points, it is hoped that the young people will return to Portage and make their home there. We congratulate them and we might add that there will be a few heart throbs among the ladies on this division account of losing Jake.

Henry Haider, veteran engineer of the Northern, passed away at his home in Hartford, Wis., May 15. Mr. Haider was employed as engineer at present on the Hartford switch run, and on May 1 he was operating his engine at Iron Ridge. He was working under his engine and tightening a bolt while lying on his back on the ground, the wrench which he was using on the bolt, slipped and caused him to strike his head on a bolt back of him. At first nothing was thought of the injury but later he was seized with a severe headache and his condition gradually grew worse so that he was forced to take to his bed and remained unconscious practically all of the time until his death on May 15.

Mr. Haider was widely known. When a boy of 18 years he joined the ranks of the C. M. & St. P. Ry. as engineer and remained in this capacity ever since. He has served at many points, Beaver Dam, Mayville, Horicon, Milwaukee and for the past two years at Hartford. A good many of the boys turned out to do honor to their departed comrade who met death in such an untimely way. All of his pall bearers were engine men many of whom he had worked with in life in co-operation and generous feeling.

Another death which we have to chronicle at this time is that of our veteran section foreman, Wm. Koehn, of Brownsville. He was a veteran, having served the company 33 years. He had been in ill health for the past 18 months, but it was thought that brooding over the death of his wife and daughter who passed away last winter, hastened his end.

Mr. Koehn was 64 years of age and of his five children only one survives, Charles, who is also a section foreman on the east end of the division. Interment was made at Brownsville.

If you have a good horse for sale don't let Don Pierce talk to you. He throws a fine line of "El Tow"—That is Spanish for something I won't mention.

"He proposed and she accepted, And strange it would seem, That a coldness came up between them When the thing he proposed was ice cream."

We had several specials over our division. "Peg" Voss always sort of expects

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(open and enclosed), sockets, dimmers, connectors, junction boxes, etc.  
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That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

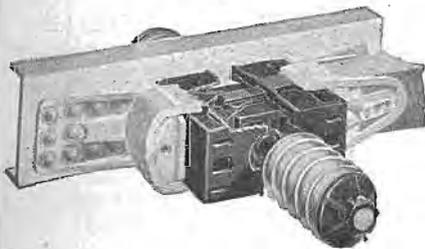
**Republic Railway Equipment Co.**  
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## CARDWELL FRICTION DRAFT GEAR



**UNION DRAFT  
GEAR COMPANY**

CHICAGO OFFICE MCCORMICK BLDG.  
CANADIAN OFFICE TRANSPORTATION  
BUILDING MONTREAL

that some of them are going to be for the purpose of settling up his overtime question which has been such a night mare to him for the past year or two.

It is hard to believe but it is claimed that Heinie Rief's head is actually softer than a coupler head. He tried to put one on his head but greatly to our surprise, it proved to be harder than his head.

Ab Race is waxing stronger each and every day. They can't make an engine strong enough for him now that he has returned from his vacation. If Ab breaks many more reverse rods he will get in bad.

One of the sad deaths that occurred this month on the division was that of Mrs. Ray Little. Mrs. Little was operated on for appendicitis and it was thought that she was doing nicely when all of a sudden she took a turn for the worse and the family were barely summoned to her side when she passed from them. Besides the husband, she leaves three small children. Mr. Little is employed at present on the Waupun run and the sympathy of the whole division goes to him and the children at this time.

R. Lockwood is remodeling his house. When it's done, Ray, let us have a picture to send to the Magazine. There surely can be no other house with the location you have.

Old English furniture is very popular but how about the old English suit?

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

Signal Supervisor Gillan and wife are taking a week's vacation at Shippensburg, Pa.

Signal Foreman Bassett has again returned to work after being away from his crew due to a slight touch of pneumonia. Harry Kasten was temporarily in charge of Foreman Bassett's outfit.

Signal Maintainer Meuler at Oconomowoc has also returned to work after a month's illness. We have not heard, however, whether that flivver, struck by train 57 sometime back, has again been put in service.

One May 18, the home of Chief Clerk Leahy was brightened by the arrival of a baby girl. Ten days later, the joy and happiness of the event was overshadowed by the death of six year old Francis Leahy who, while at play in the front of his home, was struck by a passing automobile causing injuries which resulted in the boy's death. The whole department extends its sincere sympathy.

Those great big rolling waves now in evidence on Monona Lake at Madison, Wis., are caused by Signal Maintainer Ben Olson's new 17 H. P. motor boat.

Born, to Mr. and Mrs. R. B. Whitacre, a baby girl. Congratulations.

Tracy Jones, maintainer at Franklin Park, has a new car. It's an Overland this time, his old "Vibrator" passing on to Assistant Maintainer Barney Reeves.

Assistant Signal Supervisor Bentley received a fine silver set, his wedding gift from the C. & M. Division maintainers, office and supervisory forces. Mr. and Mrs. Bentley wish to extend their thanks.

Frank Hallada spent Decoration Day at Indianapolis watching the speed boys burn up the gasoline and castor oil. I. F. Gillan missed the big event for the first time since 1913.

Florence Klase just couldn't wait until

the bathing beaches opened. While standing on our little ladder filing some correspondence, the floor suddenly came up and met Florence and the top section of the cabinet. There was a tremendous crash, but fortunately, no casualties.

There is a shower for Martha most every week now. His name is Walter and June 23 is the day. We hope Renay will tell us what took place at the party in the depot and why the expressman was cheated out of his hand-out.

Now if I could say something nice about that young man in room 19, C & M Marie would be satisfied. But don'tcha fret, Marie, we'll say it with the "comp".

### West End Scraps

Hello! Have you had your vacation yet? It's that time of the year and everyone in our office has gone.

Bill Nelson is back from his two week trip to Chicago and Miss Kelly of the engineer department and Miss Walla from Mr. Earling's office are also back and claim to have had a wonderful trip. This is to be believed alright if they never missed a meal while on the boat, as is stated by them. And that boat is no tub, either.

Les Newman was in Seattle for a while on a business trip and while there was located in the general claim department.

And Rolly Frink is back again from the hospital in Portland where he spent several pleasant (?) weeks. Was your nurse good looking, Rolly?

Mr. Sedgwick's trip to Chicago and Mr. Cuming's journey to Great Falls, Deer Lodge and Virginia City, both away on business at the same time, have left their offices looking rather lonely.

Bemis Clark also traveled to Chicago where he spent his vacation and though it hasn't been heard, still we imagine a lively time was had.

Paul Cary's 1919 model straw hat appeared about the first part of June and after letting everybody that had a head ranging from a six to a seven and seven-eighths try it on Paul swore that he would store the remains away for another three or four years or anyway until the ignorant bunch around here got used to see people wearing straw derbs. You know the weather permits us to wear them so seldom during the summer here that they certainly are a novelty and we admire the courage of the man who invests in one and then wears it often.

Miss Tellefson of the engineering department was married during the latter part of May, and we now hear Grace Aldridge's engagement to Mr. Winters. Mr. Winters and Grace are to be married on June 24 and on their honeymoon will tour the famed Yellowstone Park and from thence to Chicago, where they will make their home, as Mr. Winters is to be transferred to J. L. Brown's office at that time.

E. M. Stablein is taking Winters's place as chief clerk to N. A. Meyer and Miss Josephine Carpenter, the pretty new steno we see in that office will take over Grace's position.

Mr. Wright of the general manager's office has been "on jury" down at the city hall for the past few days. And to think, he has a regular vacation coming, too.

Miss Almquist, also of the general manager's office is to spend the last half of June in Chicago and Betty Heraty of the traffic department has just returned from her vacation trip to the same city. Let's

get together and talk it over. Did you notice Miss Heraty's hair? Also Betty Lane's? Both recently bobbed. "Of course it's not so much bother that way." Old Stuff!

A new face is that of Miss La Fortune, who is now a member of Mr. Chapman's stenographic force.

Any of you young fellows who do not find your names among those on the list at the end of this month of June, as having been hitched up with June brides, take warning and do not congratulate yourselves too loudly. Next year the same month comes during a leap year.

#### C. & M. Division Items C. E. Rholes

Operator Bob Hilton found the levers too many and too rusty at Rondout so he took the trick at Corliss, petty easy working with Agent Simmons, who does a big share of the work for his operators and clerks.

Conductor Burlingame who ran them up and down the Healy district for the past several years has officially been appointed yardmaster of the Healy district. The Chicago and Healy industries surely should appreciate the special service being rendered.

Have you seen Wally Mann's new Golden Bungalow, or rather two of them, at Fox Lake? Formerly refrigerator cars X-11002 and Z-98985. Any one else want to beat the high cost of living get the idea from Wally.

Conductor Crapsey is now running trains 59 and 18 regularly on the main line as Bill Griffith went back on the J line.

Sympathy of the boys on the division is extended to the Cahill family.

The train dispatchers' office has been re-arranged, has a "private" atmosphere now, as well as an additional dispatcher for the J Line. You should see "Bab" smile now that he is all by himself with the chief.

Have you seen the three new conductors all fixed up with their bright shiny brass buttons? Yes, Conductors Haddock, Daley and Tobias, now on the varnished cars. Wonder how the freight business on the "high line" can be kept moving?

Conductor Gladman has been off on account of sickness for the past several weeks. Hope to see you back very soon, Earl.

Rumor has it that Conductor Riley has been kidding the boys about a fishing trip, understand it is a honeymoon. Better tell us, Ed, so we can come clean with a gift.

Any time that you have about a six weeks' growth of beard, call on Conductor Dodge. Chas. shaved Conductor Bonner and to prove he could do it right, called in an audience including Chef Roessger, Art Bishop, Engineer Towner and the writer. No blood was spilt at that.

Trainmaster Bannon is back on the C. & M. and says he will have things moving along at a fast clip around Fox Lake, so every one had better get right in the harness and make this year one of the best, for efficient service.

#### Dubuque Division J. J. Rellihan

Got your winter's supply of anthracite in yet? Lord, and we just quit shoveling snow May 8.

Agent Ben Bothmer of Brownsville, and his brother Clyde are on a trip to Seattle. Ben has taken a 4 months' leave of ab-

sence, but Clyde will take second trick at Lansing when he returns from the West.

Division Engineer John Wetherell has been transferred to Beloit. He is succeeded on this division by E. H. Johnson.

J. B. Donald, who has been in the baggage service on this division for the past 38 years is taking his annual vacation and accompanied by his wife they are making a tour of the west. Their first stop is at Los Angeles where they will visit with a brother who resides at Redonda Beach. From there they will go to San Francisco, Portland and Seattle. On the return trip they will stop at Boise, Ida., their oldest son running a train out of that terminal, and then to Glens Ferry, Ida., where their oldest daughter, Mrs. H. J. Witt, resides. This makes a dandy trip and Mr. Donald is surely entitled to it as he has been a good, faithful employe.

"Spike" Hanley left Saturday, June 2, for Chicago where he had a chance to look over his favorites, the Chicago White Sox. From there he went to Washington, being a delegate to the Shrine convention, and reports from him are that he is having the time of his life, dining with President Harding, etc.

Agent Ed Hurley of LaCrescent took a week's vacation and made a trip out into North Dakota where some of his relatives reside. Forest Dohlin had charge of the station while "Pink" was away.

The C. M. & St. P. veterans of '70 enjoyed an outing at McGregor on June 7, being guests of the city for that day. Auto trips were made to Pike's Peak, Pictured Rocks and McGregor Heights, and all enjoyed a boat trip on the Mississippi as guests of F. G. Bell in his modern yacht, the Arbutus. All reported as enjoying the outing and were loud in the praise of McGregor's hospitality.

Cards are out announcing the wedding of Brakeman M. J. Flynn and Miss Jennie Riley, an employe of the Dubuque Telegraph-Herald, the happy event to take place June 26.

Our Chicago Dubuque sleeper is doing a good business, much to the pleasure of Ticket Agent Hilliker.

Conductor V. R. Lucas is all smiles since the arrival of a baby girl at their home in Dubuque last month.

"Nubs" Irons has charge of the station at Brownsville during the absence of Agent Bothmer, and "Scoop" Gerling is doing the extra work on second trick at Lansing.

W. J. Doran, chief clerk in the Dubuque freight offices went and done it, and from reports the operation on Bud was a success. He and his bride visited New York City, Washington, Buffalo and Niagara Falls. Bud advises he didn't go under the falls like most honeymooners do he said that's what kids do. We hardly think this is gospel truth but believe that the real reason was that he couldn't get a rubber suit big enough to fit him. Good luck and happiness is the wish of Bud's many acquaintances.

A "Grotto" special left Dubuque Sunday morning June 11 over the Milwaukee, for the convention at Cleveland, being scheduled to arrive there at 10:30 p. m. same day. The return trip will be made June 14. Division Freight and Passenger Agent McEwen accompanied the train.

Chief Carpenter G. Tornes is now spending his spare moments touring in the very latest in the auto world, as he recently purchased a new Buick coupe, and it sure is a dandy.

It isn't very often that any one ever puts anything over on Condr. R. H. Kearney, but his wife turned the trick when she lured him into the Ladies Auxiliary Club of the O. R. C. on Saturday evening June 2 where a surprise party was waiting for him, the occasion being his birthday. The evening was spent most enjoyably by about forty guests who participated in dancing until quite late when refreshments were served. As a remembrance of the happy occasion Mr. Kearney was presented with a traveling bag.

Night Chief Dispatcher Vic McCurdy is now the owner of a new Durant Six.

Mr. Wellman, an employe at Dubuque shops secured sale of a ticket to a Dubuque tailor from that city to Germany, routed via our line to Chicago.

Agent Bill Claussen of Gordons Ferry took a vacation last month and while he was away a lot of things happened. Anson Harrington who was relieving him took sick, then Freddie Gassman went down in a heap. Al Yeager was then called and after working one day tried to knock a freight train off the track with a motor car and he went to the hospital at Bellevue. Mrs. Claussen then took charge of the station and she handled the duties of agent like an old timer.

#### The Dub

He was dull and he was stolid  
And his head with bone was solid  
Or at any rate that's how he looked to us.  
He seemed shy of information  
Or of any conversation  
On the topics we had chosen to discuss  
He looked stupid, heavy headed.  
And we thought his brain imbedded  
In the ivory and granite of his knob  
Yes, he seemed a hopeless dud in  
Every way till of a sudden  
Something got this bird to talking of his  
job.

Then his face with glamor lighted  
And his eyes grew keen, excited  
As he spoke of things he understood so  
well

We, who thought we could ignore him  
Sat quite breathlessly before him  
While his conversation held us in a spell  
Thus we learned this little lesson  
Which we'd lay a lot of stress on  
"Don't misjudge a guy who seems to be  
a gawk."

You may find as quite a few have  
He has better brains than you have  
When the man who knows his job begins  
to talk.

#### Wisconsin Valley Division

##### Lillian

The P. C. Hart Lodge, No. 657, Brotherhood of Railroad Trainmen, held their annual dancing party on June 7 at Eagles Hall, Wausau. It was a very enjoyable as well as successful affair, and one of the prettiest parties of the season. The committee in charge deserve special praise for their effort to make the party so successful.

Conductor John Tully has been laid up on account of illness, for some time, but is, at present improving.

The C. H. Conklin Sr. and Jr. families are outing at Dunfield. Mr. Conklin, Sr. expects to spend the week ends there and bring back the fish caught during the week.

Dan Madden and family of Minocqua are visiting at the home of Mrs. P. McGinley.

Mrs. H. Wheelock, of Prescott, Wis., is

visiting at the home of our division accountant, H. O. Wheelock.

Mr. and Mrs. I. Livernash visited at the home of their daughter Ruth at Minneapolis.

Mr. and Mrs. Floyd West and daughter are making a three-months' trip through Portland, Seattle and other western cities.

Word was received of the death of Joseph Clark, one of the pioneer engineers on the Wisconsin Valley Division. For several years past he has made his home at Seattle. The remains will be brought to Wausau for burial.

Mr. and Mrs. Henry Gilham are making an extended trip through the west, and will spend some time at Deer Lodge, Montana, visiting with their son Roy and family.

Mable Lund, clerk in the store department is having her tonsils and adenoids removed at the Tomahawk hospital. We hope you will get along nicely, Mable, and hurry back, we heard several say it was going to be lonesome without you.

The C. M. & St. P. ball team has not yet been organized. What is delaying the games? We have all purchased grand stand seats in advance.

Mr. and Mrs. P. H. Nee motored to Tomahawk in their new Maxwell.

Have you all seen Karl with his new straw hat on?

#### Council Bluffs News

*Ada Olson*

The sun is shining here this morning for the first time in two weeks, and my desk does not hold a wonderful attraction for me. I don't find a single note for this month. I guess every one is too busy getting ready for vacations. Several have already taken theirs and some are getting ready to.

Robt. Richelieu, machinist, has returned from Chicago, where he has been for the past week, under care of a physician. He looks much better and we hope feels considerably better.

Frank Hurd, machinist helper, has been having some trouble with his lungs lately, and has been off for the last month. Mr. Hurd was gassed during the war and has not been very strong since. We all sincerely hope that he will return to work soon and will be fully recovered.

John Chapman, machinist, has been spending his spare time moving furniture and so on. I am wondering if he is doing this to get in practice or if he already is being bossed around by the fair sex. They do say that he will soon be marching down the aisle with a white flower in his button hole, and wearing the conventional black suit. (If he hasn't already gone and done it.)

Eugene, little son of L. H. Bradley, pipe-fitter, died at his home June 10 of diphtheria. He put up a good fight but was unable to throw off the dread disease. The sympathy of all is with Mr. and Mrs. Bradley in their loss.

There will be a city election soon, and the boys in the roundhouse are going to elect Max Eckert, storehelper, as new fire chief. May 28 we had a little fire in the blacksmith shop and he succeeded in getting his feet wet. Nevertheless, Max, you didn't spoil your pompadour.

Howard Rooney, assistant general yardmaster, and Machinists W. A. Failor and L. R. Gallagher made up a party of Masons who went to Sioux City to attend school of instruction there. Everybody

came back smiling and voted that they had a good time. Mrs. Gallagher accompanied Mr. Gallagher.

Council Bluffs now has a new tool room and has visions of a new roundhouse office. The tool room is built in connection with the oil house and the store department checks the tools in and out to the men. This makes it much more convenient in every way and tools are always where you can find them.

#### So. Minn. East *I. M. M.*

Nellie Satterloff, stenographer in the superintendent's office, left June 23 for a six weeks' visit with relatives in Everett, Washington, and friends in Seattle.

Conductor P. J. Hooval and wife have returned from an extended visit with their son in the west.

Brakeman Ellsworth Graves and wife are the parents of twins, a boy and a girl born the fore part of June.

Conductor Bert McGee and Vivian Alley were married in Blooming Prairie June 8. They left on an automobile trip through the northern part of the state.

John Manning died at his home in Austin the 11th of June, at the age of 78 years. Mr. Manning was for many years company policeman at Austin and made many friends among the employes. The sympathy of all is extended to his bereaved wife and family in their loss.

Mrs. H. R. Wood, wife of Agent Wood at Lanesboro, Mrs. R. C. McCoy and Mrs. R. E. Wood have gone to Colorado Springs to visit R. E. Wood, train dispatcher at Austin, who has been in Colorado for the benefit of his health.

Engineer McDonald and wife of Albert Lea, attended the Gilleece-Sommers wedding in Austin June 6.

Operator Hoff and wife spent a few days in Minneapolis on business.

Bess Campbell, agent at Naples, S. D., called at the superintendent's office here.

Gussie Sprague, of the master mechanic's office, attended the graduation exercises at the University June 20.

Marcella McShane spent two days in Albert Lea and attended the Business and Professional Women's convention which was held there June 8 and 9. Miss McShane was a delegate from the Austin club.

Chas. Wollweber of the B. & B. department, has a Ford. He was driving to Mason City from Adams a few days ago and was only going about 40 miles an hour when the back wheel of his car came off. He says that it took one-half hour to find the wheel and outside of that he had a fine trip.

Roadmaster Larson and wife and family spent Sunday in Redwing. They made the trip by car.

#### R. & S. W. Division *Lillian L.*

On the sixteenth day of June our Joey he will marry. I know that when he reads this he'll be mad as the old Harry. For he told me not to write it up—you know he's rather shy. He did not want the thing in print to catch the whole world's eye. You ask me now what Joe I mean, Joe Hayes, of course, you loon, and by the time this goes to press they'll be on their honeymoon. We hope they'll both be happy, just as happy as can be. Please accept congratulations from the whole division—and me.

Ed Freeman, agent at Durand, spent Decoration Day at Beloit.

General Superintendent W. J. Thiele held a coal conservation meeting at Beloit May 24.

Jess Phillips has been appointed cashier at Beloit, succeeding Mrs. Jane Ryan, resigned.

June 8 is some red letter day with Ruth Hall. By the way, she is stepping some these days, in fact so lively that she got a blister on her heel.

H. L. St. Clair was a Beloit visitor lately and was all dressed up like a blushing bride.

Our sympathy is extended to Chief Dispatcher Pietsch in the loss of his mother, who passed away at her home in Winona, Minn., June 11.

The mechanical department baseball team at Beloit played their first game recently. They surely are enthusiastic, if nothing more, as they played the entire afternoon during a rain storm. Captain Felix Rowinski better get a string on his cap before they play another game, as it blew off every time anyone hit the ball. Ask some of the fellows who played as to who won.

Engineer J. J. Meyers and son Gregg will leave for the coast June 17.

John Cavey and family went to Chicago June 16 to attend a wedding.

Fireman Ray H. Fleck now calls Freeport his home, having moved there the last of May. He now takes his daily physical exertion firing the Freeport switch engine.

Reports are current around Freeport office that Operator Fredericks is going to invest twenty-one cents on local improvements.

Engineer Hummel had some difficulties landing train No. 54 into Freeport June 8, due to someone substituting reinforced concrete for netting in the front end of engine 436.

McCall and his gang of paint experts played a return engagement at Freeport during May, painting the baggage room and touching up various other buildings.

Machinist Conway built a radio outfit himself and it is working fine.

#### M. C. B. Gossip *"Lee"*

"When have you got yours?" Where are you going?" etc. etc., has been asked of all members by all members of the office, and by these symptoms you know the vacation bug has again bit the office, but what could be sweeter than the prospect of two wonderful weeks to use as you see fit.

One sunny morning Lorene Oelke entered the office with a smile that wouldn't come off, and was heard to say to Gladys Petran, "Well, it's done." Upon inquiring we found "it" meant that Lorene is wearing a beautiful, sparkling diamond on a certain finger of her left hand. Congratulations Lorene, and best wishes.

John decided that it was time the office got its spring cleaning, and so when we were all off enjoying a holiday over Decoration Day, John and Tony washed the walls all spick and span.

During the month several M. C. B.'s ites made short trips. Wilhemine and Gertrude made a motor trip to Madison, Archie Sell went to Minneapolis, and Wm. Tschantz went to Chicago.

We were quite shocked to hear of the

death of Izetta Essler for although she has not been with us for two years, we still considered her one of us. The last news previous to that of her death, was that she was improving and we were very much surprised when the sad news came. Izetta was a wonderful girl and will be missed by her many friends.

Mr. Barndt is working on an improved filing system and has visited the mechanical offices in Chicago, and the filing departments of the Great Northern and Chicago, Burlington & Quincy Railroads.

After we had all settled down from the numerous changes, we found we had one new member among us, and I want to welcome Aloysius Grimm, the new billing clerk.

A few days of hot weather decided Gladys Bradley and she came back after Decoration Day with her hair cut in a cool, comfortable, becoming bob.

**Kansas City Terminals  
S. M. C.**

I don't suppose anyone outside of the Kansas City Terminals noticed that we were not represented last month. However, I believe every mother's son here noticed it and called it to my attention. Wouldn't it be a grand and glorious feeling if the news items would come in as feely? I'll say it would.

Our Assistant Claim-man Geo. Mad-drill has fallen for the walking habit. The report is that George has tried out about every fad going from sweet milk to a sofa phone and he still looks the same.

Miss Conwell invited one of the girls out to her home to spend the night and listen to the night hawks over the Radio. About 12:30 the bed broke under the guest (who said she was fat) and worse luck yet the radio was reduced to junk as it was under that side of the bed. Helen swears vengeance on anyone telling this, so mum's the word.

Another Jew Packard was added to the Milwaukee family last month. Miss Owen has purchased a coupe and O. E. O. says he didn't know life was so sweet.

Katie Berry, our auburn haired no bill clerk recently had her hair bobbed. According to some she sure pulled a boner but Alex says you just can't dictate to the red haired kind.

The Milwaukee family extend their heartfelt sympathy to the Yarbough family account of the death of Miss Ruth Yarbough.

Things are happening in the Boyle family. Recently Joe was married. Now it is reported he will soon receive his bonus and intends to invest it at once in a car. Good for you Joe.

The new turn table at Coburg is nearing completion. A few more days and all will be ship shape.

Extra special. Coburg now has a BALL TEAM. Also a ball diamond. We played the Budd Park Christian church and beat, score 26 to 3, and played somebody else and got beat. We however are not keeping any record of our defeats, it's no use, they are so few and far between.

We now have a fine little park in front of the office and soon expect to have flowers blooming. It surely is a vast improvement and I'm only hoping everyone enjoys it as much as I do. S. M. C.

Mr. Anderson says that when he gets on all the badges he is supposed to wear during the superintendent's association

meeting here, the only difference between him and the Kaiser is, the Kaiser has a mustache.

If anybody wants to have a fine time on their vacation and see some wonderful scenery just go to the northwest. Miss Clifford has just returned and according to her reports there is but one place that beats it and that is Kansas City.

A Callboy's Experience at Coburg  
It was a dark and stormy night,  
Not a fireman or brakeman was in sight,  
The yardmaster was sitting in his office  
Dragging away at his pipe  
While the callboy is calling his crew with  
all his might.

Ding! Ding! the phone bell rings when  
all is quiet.  
Someone with a telephone has laid off for  
the night.

The callboy gets the notice in an instant  
And he is sent after someone who lives  
outside of calling distance.  
Of course, he gets a late call  
And the man don't hesitate to shake his  
fist at all.

It's ten o'clock when the callboy comes in  
All wet and soaked plumb to the skin.  
Eleven and twelve and all is well  
Except the Callboy who catches—well.

**Terre Haute News Items  
Roberta Bair**

It seems we have a financial wizard with us in F. G. Pearce, our chief time keeper. After several hours' labor, he raffled off a Panama hat worth \$3.00, but due to some underhand work, his total sales were only \$2.60. It is also said he gets all his cigars from his ability as a pool player but according to his own statement, he has not smoked a cigar for over three weeks.

Miss Alice Church, stenographer to the master mechanic, now has the measles. During the month of February, Miss Church had the mumps and we trust she is now through with baby diseases.

It is strongly reported that Cole will soon desert the ranks of the "bachelors." The boys say he is saving his money and eats lunch every day with a good looking girl. Good luck to you, Cole.

It was so sudden. Miss Bertha Brockman, clerk at the roundhouse, was given a ten days' vacation which begun last Monday, June 11, and when Monday A. M. rolled around, it was soon noised around that Mr. Patton, local storekeeper at Hulman Street, was also on his vacation and by noon it was learned that the couple had eloped at 5:00 A. M. for Indianapolis where the matrimonial knot was tied. We confess, Pat and Bertha, that you gave us the grand bounce but nevertheless, we all join in wishing you a joyous and prosperous journey through life.

A most delightful party was given in honor of Miss Frances Bartlett, of the store department, by C. W. Pearce, division storekeeper, of Deming Place, on June 4. Miss Bartlett, who is to be married June 17, was presented with a beautiful black and gold bridge lamp, from the Hulman street offices. Dainty refreshments were served, carrying out the colors of pink and white.

Rags make paper,  
Paper makes money,  
Money makes banks,  
Banks make loans,  
Loans make poverty,  
Poverty makes rags.  
Slow Order—Blushes creep over girls'



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carried for immediate ship-  
ment.

faces slow because if they run, they would kick up too much dust.

J. H. McDonald, traveling engineer, is spending his first vacation in fifteen years, on a lake trip. Here's hoping he has a good time.

The Hulman street office force miss sunshine since the trainmaster's office has been moved to the Rea building.

We welcome Miss Mary Griffith, daughter of Conductor Griffith, in our midst. Miss Griffith takes the position of Miss Edna Hall, stenographer to the local storekeeper at Hulman street, who leaves the service June 14 to enter Indiana State Normal School.

The gang would like to know just what Miss Bartlett wore to the party given in her honor at the home of Mr. Pearce, division storekeeper. Account the many whispered conversations she overheard during the day as to machinery that was being constructed for her reception that evening, we would like to know if it isn't a fact that she adopted the safety first method and wore knickers.

Can anybody tell what brand of paint Chief Train Dispatcher Niman uses. He has a beautiful headlight and even the enginemen are trying to find out so they can follow suit.

While on his way to work at 10:15 P. M. Sunday night, June 10, Howard Mattox, stationary fireman at West Clinton, was struck by an automobile driven by a 15-year-old boy and was knocked forty-five feet from point hit. He died at 12:40 while on way to the hospital at Terre Haute. He leaves a wife and four children. We extend our sincere sympathies to the bereaved family.

Miss Frances Bartlett entertained the Hulman street office girls to a week end party May 19, at her home in Bedford. A delightful time was reported.

We are pleased to quote credit entry placed on the record of Conductor Harvey McClain which reads as follows: "Conductor on extra 8288, night of March 8, 1923, extra 8223 following, discovered that there was a cave in under track which his train had passed over, and it was evident would have resulted in serious accident had the 8223 gotten into it. Conductor McClain leaped from his train, ran back and flagged extra 8223 before it reached point where cave in occurred. 25 merit marks."

Mrs. Skirvin and Miss Catherine Pfeiffer received a telephone call recently stating that there was crepe de chene for sale in the bridge and building department. They were informed that the B. & B. department had gone out of business and had gone into ladies' furnishings but on investigation they were disappointed to find that the elite crepe de chene was mosquito bar used in screening bunk cars.

### Drippings from the Ice Bunkers Spud Bar

Through the medium of this Magazine, sincere thanks are extended to those that so kindly remembered D. M. Sparrow. Mr. Sparrow is reported to be improving considerably.

Regrets and congratulations are in order for Charles Lief. Charles did a brodie, the former for those that know, the latter for those that don't. We have not enough space in this column to offer any advice Charles, but now will be a wonderful time to start to form alibi's if you never did it before.

We were very much surprised, but not

disappointed to learn that Miss Caro has returned to her former position in this department. Bernice found that the real estate business gets some people and came to the conclusion that this old department of ours is a wonderful place to work. We are all glad you are back.

Donald Bolton, formerly one of our perishable freight inspectors, is now working in the general office, Chicago.

Wanted—Someone to worry for Miss Calahan about her dress styles. Anyone familiar with old King Tut may apply.

Inspector Philpot of Marmarth reports that a baby girl was added to his family. Mother and baby are getting along nicely. Congratulations.

Every six months without fail Inspector Fairhurst of Chicago used to write a letter to his friends in the west. Now it is almost two years and not a word from him. If he reads items in the Mag. no doubt Uncle Samuel will get a job now.

One can appreciate a real cowboy occasionally but when P. F. I. dons a cowboy lid and goes on parade, the stuff is off. I mean Cookson of Miles City, Mont.

The Milwaukee instigated a new slogan to the lettuce shippers on the coast division and from all appearances it has worked out to advantage, "Let Us Haul Your Lettuce." If it continues the way it started people in the east will begin to think that they moved Ireland, because of so much green stuff coming from that vicinity. Also the service is making a lot of them sit up and take notice.

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

Switchman John R. Brown, of Atkins yard, attended the Shriners conclave at Washington, D. C.

Mr. and Mrs. Earle Edwards have returned from a two weeks' visit with friends and relatives at Deer Lodge, Mont., Seattle, Wash., and Ogden, Utah. Earle will hold down the second trick on the main line dispatching job while the vacations are being taken.

H. E. Ramsey, Jr., is dispatching on third trick during vacations.

Merle J. Marchant is clerk in train dispatchers' office at Marion relieving Earle Edwards.

Train Dispatcher R. C. Merrill went to LaFayette, Ind., to witness the graduating exercises at Purdue university, Donald C. Walter, a friend of Mr. Merrill's, being a member of the class.

Charles C. Kleeman, assistant accountant from Savanna, Ill., is a new member of the superintendent's force at Marion.

Chief Dispatcher and Mrs. H. C. Van Wormer, Dispatcher and Mrs. Lawrence Dove and daughter Nadine, Conductor and Mrs. J. F. Briggles and daughter Lillian, have gone to Jenkins, Minn., on a month's vacation.

Henry W. Higgins, one of the oldest passenger conductors on the system, passed away at his home in Davenport, May 21. He was one of the best known conductors on the Milwaukee in Iowa, and was deservedly popular with the officers and employes of the road and with the traveling public. He had been ailing for several years past and was forced by reason of ill health to retire in February of last year. He was a member of the order of Railway Conductors. Besides his wife, one son, John C. Higgins, a prominent attorney of Davenport, and one brother, John F. Higgins, of Marion, survive. Also three grandchildren. The funeral was held at

Davenport May 23, from the Sacred Heart Cathedral. The employes of the division extend deepest sympathy to the members of the family in their great loss.

Mr. and Mrs. Charles T. Rowe and Mr. and Mrs. W. K. Lothian, of Marion, attended the Shriners annual meeting at Washington, D. C.

Chief Dispatcher and Mrs. J. M. Losey of Perry were the guests of Mr. and Mrs. Willis Jordan of Marion. They were enroute home from their vacation trip north.

Conductor J. R. Brown was severely injured May 24 while switching in Green Island yard. He was immediately taken to his home at Savanna for doctor's care. He is improving slowly and we hope will be on duty again soon, but he is still on crutches.

Agent George G. Holcomb of Donahue, who has been ill for the past six months, resumed work June 4. This will be good news to many friends who hope that his health will continue to improve and that he will stay in the ranks for many years to come.

Trainmaster L. A. Turner, Conductors F. S. Craig, Frank Lafferty, J. F. Coakley and J. J. Troy were among those going from Marion to attend the funeral of Henry Higgins at Davenport.

Richard Love, a retired Milwaukee conductor living at Cedar Rapids, passed away June 2. His wife survives. Also two brothers and two grandchildren. The remains were laid away at Aurora, Ill. The news of his passing is received with much regret by many old time friends.

George Cessford, of Tacoma, was a guest of Mr. and Mrs. Robert Cessford of Marion for a few days.

Mrs. Verdo Reichert and daughter Vera Mae have arrived home from Perry. That's why "Papa Verdo" weareth the happy countenance.

Passenger Brakeman E. T. Poole is spending ninety days on his farm in Michigan.

E. E. Godwin is laying off for a few trips on account of blood poisoning in one of his hands. We understand he is also about to use part of this time for another purpose. Full particulars in our next issue.

D. L. Pulley has been laying off a few trips on account of his daughter graduating from high school.

Emma De Long of the superintendent's office, is spending a few days in Excelsior Springs.

Atkins  
Bernadine Cate

Car Foreman L. A. Klumph is enjoying a two weeks' vacation from his duties in the car department.

Behold the fisherman! He riseth early and after making noisy preparations which waketh the whole family, he departs with line and hook only to return late that night with an empty stomach and a couple of cat fish which he proudly displays as evidence of his day's outing. For further information see George Luenze or Fred Welder.

Frank Ozburn has returned to work after being off several days because of injuries he received when he fell off an engine. We are glad to see "Poly" back again.

George Fullerton has gone to Excelsior Springs for a few days' vacation.

Mrs. A. B. Cate and son Tom, of Perry, spent several days in Marion visiting Mrs. V. M. Reichert and Miss Bernadine Cate.

C. L. McDonnell went to Milwaukee to attend a meeting of boiler foremen. Be

careful Mc.!

Pipefitter Sherman Fontaine is moving from Atkins to Marion where he is going to have one of those new bungalows just built for two. Sherm says he wants to get away from the noisy metropolis of Atkins—that's why he is moving to Marion.

Storekeeper C. M. Morgan and family have moved from Council Bluffs to Marion. Welcome to our gang. You may be little but your're awful mighty.

George Dipple is thinking seriously of going into the shoe business. He isn't bald headed so that can't be the reason. He claims there is a motive for his madness but we are of the opinion that it is the extreme warm weather that makes him that way.

Machinist-helper Ted Little and wife have moved from Marion to Council Bluffs. We wish you luck and don't forget Atkins.

Wanted: Some one to do something exciting so I won't have to put stuff as ancient as King Tut himself in the Magazine. If you hear anything good please let me know so that I won't have to dash madly around the whole terminal looking for an inspiration. Thanks.

Iowa & Minnesota Division  
D. M. W.

We have one man we know of who took the high dive on June, third trick operator at Farmington, Al Whitcomb was married June 20. Al says the cigars will be at the ticket office there between twelve midnight and 8 a. m. only.

Mr. and Mrs. Edward H. Kough have just returned from Flint, Mich., where they have been visiting their daughter Edwardina who had a surgical operation at the hospital in that city. They bring back good reports she is gaining strength and doing nicely.

Conductor Geo. Cross has just returned from Rochester where he has been under observation at the Mayo Clinic. We hope Mr. Cross will be able to resume work soon.

Roadmaster Frank Larson got a nice bunch of cinders down on the east end and with his good management the track down there is going to be in tip-top shape.

We understand Russell Risberg is in the market for a diamond. Anybody got anything along that line write him in care of the depot, Minneapolis.

Now last but not least I must make this statement. As you all know, that is all that read the I. & M. items last month. I have been out of the office on account of my health since May 19, and I expect to be gone for some time. Any items that you might wish to send me will reach me up to the middle of August at Henning, Minn. If you have no items drop me a card, I will be glad to hear from my many "enemies" at any time. I hope I will be able to get back to work in time to get my coal before it's all gone. Now clip this last item out and stick it in your pocket so you will have my address. I want to hear from some of you, "13."

The On Time Line—Kansas City  
Division  
H. F. B.

Operator R. M. Johnson, of Mystic, Iowa, discovered a brake beam down on GATX 7935 in extra east passing Mystic, May 29. He immediately gave stop sig-

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nals to train crew which no doubt averted what might have resulted seriously.

Passenger Conductor W. H. Leahy extended a very exceptional courtesy to a passenger on his train No. 31, May 31. Just as the train started to leave Polo, Missouri, Mr. Leahy noticed a car coming full speed toward the depot so he stopped the train and three passengers from the car boarded the train for Kansas City. They were enroute to Hepler, Kansas, traveling overland and when about a mile from Polo their machine broke down and they had to abandon it. Upon arrival at Kansas City the gentleman found that he didn't have sufficient funds to purchase the tickets to their destination and due to their train leaving within such a short time was unable to go to a bank to secure additional money so Conductor Leahy loaned him the money and upon their arrival at Hepler a draft for the loan and a very gratifying letter was written to Conductor Leahy thanking him for the courtesy extended them, which made a life long friend for Conductor Leahy and also for the Milwaukee.

Miss Eula Taylor, comptometer operator in the superintendent's office, just returned from her vacation, the greater part of which was spent with relatives at Iola, Kansas.

Up to the present writing we have an invincible base ball team representing us in Ottumwa, having played four games and won all of them. They started out with the determination of winning the cup and with the record they are now setting it surely looks as though the cup belongs to us already.

It seems that the hobby of getting new cars is not over around here yet. I find that I overlooked that our night round-house foreman, Andy Love, had a new Dodge touring at the last writing and since that Chief Clerk J. W. Sowder spent himself for a new Velie sedan and I presume by the next writing W. R. C. Harryman, chief carpenter's clerk, will be dashing around in one of some denomination.

Conductor James C. Cunningham, who runs on trains 3 and 8, has layed off for his annual vacation of about three months and started out with a trip to Lake Okiboji fishing.

Second-trick Dispatcher F. R. Moore and wife are spending their vacation in Washington, D. C., and other points of interest in the east.

Extra Dispatcher Alvin J. Jones is working 2nd trick on the east end while Dispatcher Moore is on his vacation.

Conductor James A. Tomlinson is now running on trains 3 and 8 in Conductor Cunningham's place and Conductor F. H. Hahn is running on Southwest Limited trains 25 and 26 during the absence of Conductor William Kelly. Conductor A. F. Scott having Conductor Tomlinson's job on trains 31 and 32 out of Kansas City.

By the time the snow begins to fly this fall the East Division should be a pretty fine piece of track as they are now working two big extra gangs on that division laying new steel and resurfacing the track.

A new 70 foot turntable has just been installed at Coburg which will accommodate the largest of freight power and will greatly facilitate the handling of engines at that terminal. We the also closely watching for the final word to hear that the proposed four pit-back shop to be built at West Yard is to go through, which if erected as planned will greatly improve the shops at West Yard and mean the em-

ployment of a number of additional employes.

We will now have a report on Nahant Yards by our old friend Kent Parks, day yardmaster.

Trainmaster Allard spent several days at Nahant supervising the dismantling and burning of several old bunk cars that had been an eye sore for several years.

If the farmers of Scott County had only arranged with H. F. B. to visit this locality several weeks ago we are sure it would have been to their advantage, as they were without rain for some time. It seems whenever H. F. B. is called to Nahant the rain follows and his recent visit called forth three days of rain, the first in several weeks. (Don't know whether the jinks is on me or whether Parks and Buckingham have the rain put on for my special benefit.)

A new fast time freight has been installed from Kansas City to Chicago. The crew arriving at Nahant on No. 67 double back to Chicago on their rest, leaving here behind No. 26, arriving at Chicago about 1 p. m. This makes a hit with the Illinois Division men as they now get their layover at home.

A trial shipment of oil for the Standard Oil Company destined to points in New Jersey was handled recently from Kansas City to Chicago and made several hours better time than the schedule called for.

### Sioux City & Dakota Division

H. B. Olsen

On June 1 one of the finest passenger trains that ever turned a "wheel" left Sioux Falls enroute to Washington, D. C., loaded with the Shriners and their families. Shrieking whistles and red fez wearers marked the joyous departure. The Shriners selected the "Milwaukee" in preference through the efforts on the part of Ticket Agent R. W. Reiwertz, Sioux Falls, and no comparison can be made with any other road in the world to the perfect service rendered the Shrine on this trip. The train was in charge of Conductor Steffin, with Engineer Sundberg and Fireman Peterson on the engine, while Conductors Jorey and Shadle acted as brakemen and the entire crew were uniformed in the prescribed form in detail.

Conductor W. B. Anderson recently took a little trip to Lake Andes. Later, BIG FISH STORIES.

(Dedicated to Switch Engine 1166, Sioux Falls)

The grade is steep and the hill is long,  
But this engine sings its merry song,  
"I-can-do-it. I-can-do-it. I-can-do-it. And I will."

Would you think it possible for two hearts to beat as one and those same hearts try to make people believe they were beating as two. But, L. F. West of Egan, S. D., quietly left the old home town on May 31 for Pipestone, Minn. Strange to say, Miss Madeline Lanning also quietly left Egan for the same destination. The couple returned later to Egan and the betting was 100 to 1 they were married—they were. Mr. West accepted employment at the Sioux Falls freight office and he and his bride are now residing in the metropolitan city. Congratulations from all.

Never was there anything quite so funny as when Engineer Philip Zimmerman slipped into the lake when he and Conductor Jenkins were making an unusual "haul."

Dispatcher Harry L. Hoskin took his famous Shrine band to Washington, D. C.,

where they received a flood of compliments and among the listeners were President and Mrs. Harding.

Switchman Fred Brown at Sioux Falls, is listed among the prize winners in the St. Paul Daily News contest. Fred will get 'em.

Conductor McCalmion has moved his family to Madison and will at least spend the summer there near the lakes you know. Good fishing and "Mac" is a good fisherman too.

The following advertisement recently was inserted in a small town local paper. The next day the advertiser was flooded with requests for the complete catalog:

For twenty-five cents—"Smiles."

For fifty cents—"Kisses."

For one dollar—"You'd Be Surprised."

On June 5 our popular young conductor, Geo. S. Robinson and Miss Irene Hundemer were married at Madison, S. D. Entertainment reached the climax when they proceeded to drive to the station in the "family" car—it would not start, but transportation was a plenty—a very popular farm implement (which we dare not mention) was placed in service and the happy couple, were escorted through the main streets to the station. They are spending their honeymoon in Colorado after which they will return to Sioux City where George has arranged a fine little home. We wish you a long and prosperous life.

Miss Laura Seivert, expense clerk Sioux Falls, is spending her annual vacation with home folks at Mountain Lake, Minn. Just before Laura left Sioux Falls, she appeared in a musical as sixth violinist in one of the local colleges.

Conductor "Billy" Rands is now associated with the country golf club at Sioux City and is one of the "regular" players.

Agent H. J. Brown and daughter are visiting the beach towns in Southern California. "H. J." says he believes the change will do him good but wishes to return by the time the world series will start.

Operator "Bob" Thompson, Vermillion, had a nice patch of corn, his friend had a cow, the cow broke out one night, now Bob has neither corn nor friend.

Engineer Chas. Tythcott having been provided with a "bunk" car at Sioux Falls where his run terminates has fitted the car into a model palace and with accommodations which are of the best. Six single beds, linen and good blankets, lockers, electric lights, writing desk and what not. Any train or enginemen are welcome by paying a small sum to defray expenses and the service is unexcelled.

Cupid's arrows more than flew in the vicinity of Sioux Falls in the past month. On May 19 Harry L. Kronk, trucker, and Miss Helen Johnston were quietly married and surprised their friends. Here's wishing you a long, happy and prosperous life.

The S. C. & D. has taken hold of the Safety First movement with an energy that is bound to bring good results. Members of the Safety committee have taken a keen interest and with the leadership of Supt. E. F. Rummel, chairman, it will be an accident if any unsafe appliance escapes their eyes. This movement is one of the best preventive measures that can be conceived, but it requires a personal watchfulness by every employe to make it a success. Let's keep our accidents at a very low ratio from now on.

Glen Volmer of the pump department located at Scotland, and who all girls take a shine to, will, we understand, take a trip west in his new Hup coupe—whether

or not he will go alone is a question to be decided—time will tell.

### West I. & D. Inklings

*Dott*

Well, did you all spend a safe and sane Fourth?

Firemen Fred Kemper and Wilbur Mallett spent several days in Mason City, being examined for engineer the latter part of the month. They received very excellent grades but no wonder—look at the fun they had over at Clear Lake on Sunday.

Thanks, Joyce, for the "honorable mention" in the June issue. It pays to advertise they say.

Engineer Jim Johnson is laying off and Bert Gardner is taking his place on No. 191 and 192 between Kadoka and Rapid City.

Everyone has the fever. Russell Morgan and Edgar Blodgett both have gone to Lead to work in the mines I believe. They are both employes of the shops here and we hope they do not decide to leave our town.

Operator Lassance is busy most of the time posting and writing letters nowadays. You see school has closed and all the teachers are home on their summer vacations.

Mrs. A. A. Ricks, wife of roundhouse foreman at Murdo, made a short trip to Sioux Falls and Springfield, taking her niece, Miss Pearl Ricks, to the latter place to enroll in school there for the summer months.

The weed burner is on the division, working between Scenic and Rapid City at present.

West Section Foreman Tony Weiland is confined in a hospital at Mitchell, having been operated on for appendicitis, we understand. All hope he will recuperate in the near future.

A bad washout on the Rapid Creek caused No. 104 to be quite late for a few days last week.

The only June bride we can think of is (or was) Myrtle Fallbeck, daughter of Car Inspector J. C. Fallbeck, who was married June 6, to Prof. J. D. Young, principal of the Murdo high school for the past year. Now there might possibly be another one if Swede weren't so bashful. For the luvamike Swede, get busy so we can have it for news next month. You always like to read the news so it's only fair that you should furnish some once in a while. And George, you mustn't fail us as we have been depending on you for quite awhile. We'll give you a big write up.

Mrs. Archir Victor and two young sons are spending some time visiting at Romona, S. D.

Mrs. W. D. Bowers, wife of depot agent at Murdo, has gone to the Black Hills in hopes that the higher altitude there will benefit her health as she has not been very well this spring.

Joyce, after reading your item about Virgil Winn of Calmar I believe I would like to meet him. Can you arrange for an introduction?

### Illinois Division

*Mabel Johnson*

It's a "hot time" now, our division accountant says the question to be discussed is the high cost of ice cream on the cities bordering the Equator. Send in your equations, please.

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We regret to learn of the illness account injury, of Condrs. G. W. Deards and Wm. Fritz, and hope for their speedy recovery. Condr. Fritz is at the Washington Boulevard Hospital while Condr. Deards is at his home in Elgin.

Brakeman Joe Schwartzinger who has been in El Paso, Texas for a long time account his health is again in Savanna, and hopes to return to the division for duty. His many friends are pleased to learn of his improvement in health.

Congratulations are extended to Brake- man and Mrs. Walter LaRoy on the ar- rival of a son to their home May 31. He will answer to the name of Walter Rich- ard, Jr.

Chas. J. Kleeman, assistant division ac- countant, has been transferred to Marion, Iowa. Sorry to lose our champion ball player but here's our best wishes and good luck to you, Charlie.

Herewith are the following changes in the superintendent's office—Irwin F. Tyler is now assistant division accountant; Joe R. Cassell (that R. stands for Roosevelt, don't tell anybody) is now chief time- keeper and Chas. E. Whitt from Davis Junction is timekeeper.

The superintendent's office has been go- ing through a reconstruction period since the general superintendent's office has moved to Chicago and a new coat of paint added. R. G. Heck, assistant engineer and Roadmaster O'Connor are now in the office vacated by Chief Clerk G. W. Miller.

A farewell party was given Miss Viola Donahue and Mrs. Helen Law by the S. O. S. club at the home of Miss Eunice Stevens, steno to Supt. E. W. Lollis. A gold Eversharp was presented to Miss Donahue and a jardinere to Mrs. Law.

About 15 officials were present at a fare- well supper in honor of Chief Clerk G. W. Miller at Lewie Gydeson's. Mr. Miller was presented with a meerschaum pipe.

Say, did you know that Condr. Chas. Abel can play ball—HONEST! At least one day he made the attempt. I agree with you, Charlie—one ball at a time is enough—especially when you can't catch that.

OH! and have you seen the diamond sparkling on the left hand of Miss Avis Ostema, division accountant's clerk? The announcements aren't out yet.

Miss Pearl Brink, comptometer operator leaves June 17 for Salt Lake City where she will spend her vacation. Oh, yes, she has friends there??? You know Pearl also has a sparkler on her left hand. It's alright, Pearl, but be sure and come back.

Geel! it's terrible—Joe can't get to work until 8:30 and almost 9:00 o'clock on Mon- day mornings now. You see it's quite a drive to Woodbine, especially when the roads are muddy and sometimes Betty (the Ford) gets a little stubborn. Better get a Reo like Jerry's—it will take you anywhere regardless of conditions.

Lee Smith has returned to work as caller at Savanna roundhouse after a long siege of sickness.

William Sheetz, gang foreman at the roundhouse, finds Savanna too dull and monotonous, and recently took a flying trip to Chicago to see a few good shows. From his own account, I guess they were well worth seeing.

Has anyone any tickets that they would like to sell? It has been a long time since Ilene has had any, and she is getting rather lonesome without them.

Clarabel Frutchey, D. M. M. steno-

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grapher, went to Chicago May 31 and rode home in a brand new Jewett. No, she did not buy it, I only said she rode home in it.

It has become the painful duty of the roundhouse and master mechanic office girls to teach one of our assistant foremen (no names will be mentioned) that girls can keep secrets if they want to, regardless of his broad statement that women can never keep any information to themselves.

Warning: If there is a carnival stationed at the bottom of a hill, do not run down the hill to get to it; take your time and the carnival will undoubtedly be there when you arrive. If you follow this advice very religiously, you will probably avoid a sprained ankle. Ask Harold if you do not believe it.

By-word for D. M. M. office: "Did you see my pencil?" Yes, in Margaret's desk."

A change of scenery in the store department—Grace Heil has her hair bobbed. Next??????

**Minneapolis Shop Happenings**  
*James Nellins*

Minneapolis shops has its fish story. June 3, three tool room machinists, Harry Thompson, John Casey, John J. Schramek and Tinsmith McMahan, autoed to Lake Marie for a day of fishing and while John Casey was hauling out a good sized sun fish, a big pickerel followed this sun fish and made a jump for it out of the water and so high in the air that the big fish landed in the boat, and it measured twenty-six inches long. Remember this party consists of three tool room machinists and the truth is always in them and the same can be said of Tinsmith McMahan and they all appeared to be in their right mind on their return to work the morning of June 4.

Much sorrow is expressed among the shop acquaintances of Marry Brookson, a switching foreman in the south side yards, this young fellow being killed in accident in the yards on May 20. He lived practically all his life in this neighborhood and was well known and liked by his scores of acquaintances, all expressing sorrow at his untimely death.

By the time these notes are read, Miss Amelia Anderson, clerk in the store department office, will have changed her occupation to that of a talented young house-keeper and all wish her much contentment in this change.

We note in the May issue how Conductor H. M. Schultz received special commendation for discovering a broken arch bar on a car. Well, that can be said of our Otto Brandt, car foreman at St. Paul, for detecting broken arch bars. If he were to receive a special commendation for each discovery, his sleeve would now be filled with stripes and his crown loaded with stars.

A sad accident occurred during a ball game between shop men on May 14. Machinist Harry Brown was covering third base for the blacksmith team and a base runner stealing from second to third base, and making a desperate slide for third plate, accidentally spiked Harry Brown and fracturing the bones of his leg just above the ankle. It was a painful accident and Mr. Brown is still confined to his home up to this writing, June 12.

The month of June is bringing about an epidemic of weddings among the forces of the store department, for in addition to

the wedding of Miss Anderson as mentioned above, Allan Templeton and Herbert E. Peterson have become benedicts this month, and rumors of more to come. Well, those are two as fine young fellows as you ever met in your life and they are being congratulated by scores of friends at the shops and elsewhere.

The boiler shop shoe tossers lost their championship last Monday when the blacksmith shop bunch set them down in all games played for the leaders.

The boiler shop crowd with Tony Shindelus in the lead could not hold out against the onslaughts of the Myron Sturdevant crowd from the blacksmith shop and there was as much rejoicing in the latter shop crowd as there was in the boiler shop when Boilermaker Jim Jeffries knocked out Blacksmith Bob Fitzsimmons.

There are indeed some interesting papers to be found in the different issues of this Magazine and there is a particularly good one in the June issue on "Co-Operation by an old time engineer" and other good reading in papers of the executive officials. Now every one heave to and work accordingly, both sides taking heed of the good work and as the good Book says "that we show it not only with our lips but in our lives".

Considerable merriment has been occasioned among the car department office force due to Ray Alburns being pinched by a cop for parking his car alongside of Minnehaha boulevard with no lights turned on. Well, Ray has his alibi to offer and as he has never been known to tell a lie guess his story will have to be accepted.

We note the story as told by Will A. Robinson, page 14 of the May issue, entitled The Very Slowest Train but did he ever hear of the train Mark Twain used to tell about. Twain was a passenger on a train that was running so slow that when he saw a cow following up the train in its rear he was afraid the old cow might overtake the train and called to the conductor to know if there was a cow-catcher on the engine and on being told there was, he suggested that it be placed on the rear so there would be no danger of the old cow throwing the train off the track.

Every one on the railroad should carefully read the beautiful writeup of Mr. Sewall that appeared in the May issue. This good man was our chief in the Northern District for a time and he was a good friend of the late John Taylor, master mechanic of the Northern District and often called at the shops to consult Mr. Taylor on locomotive matters and those two gentlemen worked hand in hand and fully co-operated with each other and as stated in the fourth paragraph of this write up, Mr. Taylor was for thoroughness and he wanted no backtrailing or any retracing of steps and when he placed his O. K. on a job this job was a finished one and he seemed very much the same style of doing business as is said of Mr. Sewall.

La Crosse Division  
*C. W. Velsor*

With every one thinking about the new time card which goes into effect Sunday, June 17, and the new fast trains for the Wisconsin Valley Division and the many other changes which will greatly improve the Milwaukee Road. Service between

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## What is Calcium Carbide?

Calcium Carbide is a product of the electric arc furnace. Lime stone (calcium) is mixed with coke (carbon) in the proportion of about 60% limestone and 40% coke. When this mixture is fused or melted, the molten mass is tapped out of the furnace and allowed to cool, then crushed and assorted to standard commercial sizes and packed into air tight containers.

Calcium Carbide has the appearance of crushed stone, varying in color from earthy gray to black. It is hard and brittle and non-inflammable. In the presence of water, the carbide decomposes, yielding acetylene gas and lime.

Compressed Acetylene will be described in the next issue.

Will you help speed up the return of empty acetylene cylinders? Thanks,

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**CASCADE TIMBER CO.**  
TACOMA, WASHINGTON

Chicago and the Twin Cities, it is most impossible to obtain many news items this month.

It is a pleasure to report that our esteemed friend, W. B. Hinrichs, station master, Milwaukee, has recovered from his illness and is now able to come down to the depot and pay us a visit. Our best wishes and we hope you will be on the job soon, Bill.

The Shriners Special from Portland recently passed over the division safely in the hands of a complete Shriner crew, Engineer Krause, Fireman Carrier, Conductor Daniels, Baggage man Renzel, Brakemen Forckenbridge and Jaedecke and Pilot Horton.

Brakeman John Katherman, who has recently taken on a wife has been making week-end trips to Mosinee on the Valley Division. John says that his father-in-law has a large farm and he wants to keep on the right side of the relatives. You got the idea all right, John.

The agent at Okauchee says that he would not need any extra help to count over the day's receipts this season as the bus companys have a monopoly on all the business.

Conductor Chas. McLaughlin who has been sick for the past few months is reported to be recovering and expects to return to work within the next month or two. Hobs says that it is "kinda tuff" to be away from the shining rails and the yellow cars.

"Stories told in the Dog House at Portage"

Jack—I've a little secret for you.

Jill—Just a second and I'll get a couple of glasses.

He was killed last week,

And was not insured;

He left several children,

None of them matured.

His savings were none,

His bills were large;

His family is now

A public charge.

Our friend, Judge Kessler, switchman of the La Crosse Terminal, has been spending a few weeks in Minneapolis looking over the high buildings and other places which have cool refreshments and by the story Ed. tells us we guess he had a good time.

Special commendation was given Yard Conductor Ed. Weber, of the La Crosse Terminal and Fireman Jess Ames, for their quick action in stopping Dub, 2/63 which was headed down track 1 in the No. La Crosse yard on which track these men had just discovered a rail with one foot broken out. The result of this close co-operation saved a derailment and delay of this most important merchandise train.

Well, last month we predicted that Conductor Bud Kerwin, Engineer Kiggins and Chas. Woodman would join the benedicts and they did, they say, to beat the income tax. It is now over a month since these three were married and they are still talking about their honeymoon; can you beat that?

Conductor A. M. Levens is now boarding at Allen's which we think is the reason Mr. Allen is advertising for more kitchen help.

Passenger Brakeman John Maloney asks us to announce his marriage which took place during the last month. We saw John showing Brakeman Ray J. Kawatzky the callous and strong arm he is getting since he has been turning the wash wring-

er and doing the other heavy household duties. Be careful, Ray.

Brakeman Frank Harrington, the oldest brakeman on the division who has been laying off for the past few months has been spending a few weeks in La Crosse with (Windy) Geo. Behm our popular engineer.

**Nahant**

**H. F. P.**

Trainmaster Allard spent a few days with us, and with the co-operation of some of the other departments, and Mr. Hindenburg and his men, some good work was done in cleaning up and burning some of the old shacks on Pullman Drive, and also pushing the scrap train on which we had quite a line up for getting scrap and usable material for the Kansas City Division. Our local storekeeper was able to get a very good list of usable material which means quite a saving for the Kansas City Division.

Mr. Newlin, a member from Vice-President Taylor's office, made us a recent visit and gave some good information as to material to be picked out and used on the division without being sent into Milwaukee and then back again, and which is also a saving to the company.

The new wood mill which we have so long been waiting for, is nearing completion and we hope we can play for keeps this time.

Mr. Lang, inspector of stores, from Mr. Curtiss' office at Milwaukee, was with us a day and did his best to scrape up material that was badly needed.

Several other visitors were here recently, namely, Mr. Harris, special agent, Division Master Mechanic Mr. Hempstead, Traveling Engineer Mr. Schmitz, and Mr. Snell, district general car foreman from Chicago.

## Globe-Trotter Speeds on Way from Tacoma

On May 15, Tacoma station had a globe-trotter for a visitor. In a car of merchandise from Galewood, Chicago, was received a straw hat of ancient vintage which originally started from the D. & H. freight house at Wilkes-Barre, Pennsylvania, on a trip around the world. The old hat had already visited a number of cities in the east before arriving at Tacoma, and it was ornamented with many tags and inscriptions; while the interior, covered by ingenious lid, contained cards for reporting its whereabouts. Agent Allemann sent it forward on its first foreign lap, to Kobe, Japan, in care of the captain of the Osaka Shosen Kaisha liner, Arabia Maru. The captain promised faithfully to see that it was forwarded after he arrived in Japan. The Tacoma newspapers devoted considerable space to the distinguished visitor.

## Frank L. McMullen

On April 4, 1923, occurred the death in Kansas City of Frank L. McMullen, veteran employe of the Chicago coach yard. Mr. McMullen was a member of the Veterans' Association, with service date of 1882. He was one of the oldest employes in the Chicago Terminals, also a member of the Masonic Order, and funeral services were conducted according to the ritual of that body. Mc. McMullen was popular among his associates and enjoyed the respect and confidence of his superior officers throughout his long term of service with the Milwaukee System.

Master Mechanics, Northern District  
John Taylor

April 1, 1888 May 31, 1904  
James Nellins

John Taylor appointed district master mechanic of the northern district effective April 1, 1888, as successor to Joseph O. Pattee. It is generally presumed that the first service of Mr. Taylor with this company dated from the year 1866 but this is not positively known by any one now in this district. He reached Minneapolis shops on the morning of April 2, 1888, and was accompanied by Hastings and Dakota Division Superintendent Edson H. Graves and was received by three of his former pupils and associates, Samuel I. Brearley, general foreman; James M. Brearley, shop foreman, and William T. Nelson, roundhouse foreman, and he also met a number of former associates employed as mechanics in the shops and as enginemen on the road. He promptly snucked his coat and started at his work, finding a lot of badly used up engines, for it was at a time of the breaking up of an extremely hard winter, the engines having been in almost continuous service, and having been run everywhere excepting into a roundhouse for repairs. He soon took his bearings and showed that he was capable of using his head and so planned his work and executed those plans that bad order engines were soon reduced to a minimum.

He received the whole-hearted support of General Superintendents C. W. Case, W. J. Collins, H. R. Williams, W. J. Underwood, C. A. Cosgrave and E. D. Sewall; also receiving the undivided support of Division Superintendents W. J. Underwood, J. H. Foster, E. H. Graves, Wilbert Irwin and Chas. A. Cosgrave, as well as the newly appointed superintendent of motive power, J. N. Barr. John A. Whaling was general storekeeper at this time and he also gave Mr. Taylor particular attention in seeing that requests for material were promptly filled and shipped.

Mr. Taylor insisted on good shop work being done on engines as he contended that the shop was the place to put an engine in condition for doing service and not at terminal roundhouses and any veteran superintendent, locomotive engineer or roundhouse foreman will certify to this, and further proof of the good work he insisted on being done is the fact that a short time after his taking charge here, he reduced the working forces at Wabasha roundhouse about one-half and almost obliterated the roundhouse forces at Hastings and St. Paul, made a cut down of about one-half at Calmar and Sanborn and proportionately at other points.

Mr. Taylor might be today classed as old fashioned by present day methods in so far as he never tried to get ahead of the clock. He was for thoroughness and he was not for jumping at conclusions and realized that haste was not conducive of efficiency or contentment, he wanted his employes to achieve results by painstaking thoroughness that requires no retracing of steps.

The subject of this article always looked forward with a great deal of pleasure to the approaching time of the master mechanics and master car builders conventions, he being a regular attendant at such and seldom missed one, considering them both interesting and instructive and always anticipated a pleasant meeting with men who had made a name in the railroad mechanical world such as his friends, Robert Blackal, Pulaski Leeds, Robert Quayle, William Garstang, Edward M. Herr, Samuel

P. Bush as well as Dr. Williams and Samuel VauClaine of the Baldwin Locomotive Works.

Although a rather serious and "matter of fact" man, Mr. Taylor was a wit and humorist and with him wit and humor were spontaneous and the men of his time who are still here rehearse, some of his good-natured gibes and some of those old timers recall some of his fatherly reprimands with a great deal of enjoyment. There was an instance of his style of doing things, when a number of years ago, he wanted a new transfer table put in, the one then in use being very rickety and out of order. He was promised a new one and advised that men would be here from Milwaukee to install it. Mr. Taylor waited a long time for it until he could stand the defective table no longer and put two men from Minneapolis shops to make and install a new one. Some time after the new table had been in actual use. A man from the engineering department called one day and announced he was here for the purpose of installing the new transfer table and producing a small bundle of blue prints and plans. "Why" said Mr. Taylor, "that table has been in and doing business these two months". The man from Milwaukee appeared astonished and asked "Why how did you do that, we have just finished the plans for it".

The men of Mr. Taylor's time, both shop and enginemen, felt great satisfaction that our chief gave no ear to tale-bearers or tattlers and he often expressed his detestation for this class of evil and would not listen to a tattler endeavoring to lower the standing of a fellow employe.

When our 1922 motto "Forward" was inaugurated, it was a motto that our grand old man practiced continually, he never resting content with what had been accomplished nor spent much time in questioning what might have been done differently, he was always looking forward, he always figured for the future.

Another grand feature of Mr. Taylor's style of doing business was his open handed methods. He made his rounds through the shops regularly and all the shop men knew when he was due in each shop but they never took advantage of this knowledge to be on the job when he was due at a certain place and then duck and loaf when he was away, he trusted the men and the men trusted him, indeed his term from the year 1888 to 1904 can fittingly be termed "An Era of Good Feeling" our chief being always ready to make the shop an acceptable place for the men to work and he was also always ready and willing to make the cab of an engine a comfortable place for the enginemen.

It was in the early spring time of the year 1903 that our chief suffered a nervous breakdown, causing him to take an extended leave of absence. He decided to go east and spent the summer of 1903 at a New Jersey summer resort. The long rest was beneficial and in the fall he resumed his duties but never fully recovered finally deciding to retire from all work and live at ease. His resignation became effective May 31, 1904 and he passed away February 12, 1905.

#### Justified

Johnny—"What makes that new baby at your home cry so much, Tommy?"

Tommy—"It don't cry so much; and, anyway, if you had all your hair off and your teeth out and your legs were so weak you couldn't stand on them, I guess you'd feel like crying, too."

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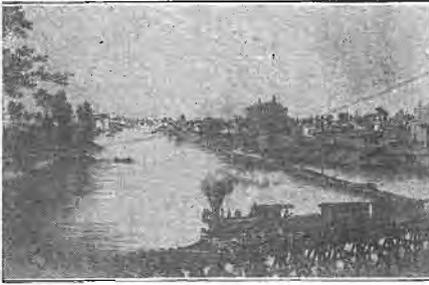
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WRITE FOR PRICES

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McCormick Bldg. Chicago, Illinois



Watertown, Wis., Fifty Years Ago  
"Give the Railroads a Chance"

Evidence is accumulating that the next Congress is to be the scene of another attack on the railroad problem with the avowed purpose on the part of the so-called "Progressive" bloc of ultimately forcing government ownership. The conference called at Chicago last week by Senator La Follette was only the opening gun. Such of the proceedings of that conference as the public was permitted to hear indicated a drive against the Transportation Act with special animus against the fixing of rates by the I. C. C. valuation, which according to all the speakers is pointing toward an unreasonable excess over what they are pleased to call investment cost. If the valuation which these men think reasonable were established the railroads of the country could not survive and the government would have to assume ownership. Fortunately those who believe that this would be a calamity realize the situation and are preparing to meet it. The study under way by the Chamber of Commerce of the United States will be available before Congress meets. The facts there gathered, backed by the sound business men of the country, should have a salutary influence in persuading Congress to let the railroad situation alone for sufficient time to demonstrate whether or not the Transportation Act will work. *The past five years have been so unsettled in the railroad business that no useful deduction can be made from what has happened. The railroad managers should be permitted to carry on under some sort of stable conditions for long enough to show what they can do when given a fair chance.—Engineering News-Record.*

#### S. C. & D. Division H. B. Olsen

For the prompt action and watchfulness of Train Baggage man Chas. Porter, train No. 408 recently, what might have been a serious accident was prevented when he discovered the sand board down on baggage car 420, the air was pulled, train stopped and contents of car transferred at Menno which consumed just 15 minutes. Engineer Barr and Fireman Huebert who were dead-heading on this train got into the game and assisted in the transfer.

Opr. W. W. Hunt, who formerly worked on the I. & D. division has accepted employment on the S. D. & D. as operator on the extra list.

Our popular agent at Springfield says he is mighty busy these days taking care of the school teachers who are attending Institute in his town. Leave it to Martin to take care of the ladies.

Hans Johnson, coach man at Running Water surely keeps things in good shape—he has been at the job for forty-five years and nothing escapes his eye when it comes to cleanliness.

Mrs. Menter and daughter of Tyndall visited in Sioux Falls last week.

Engineer G. Gowling has moved his family to Running Water where his runs on 461 and 462 terminate.

Engineer "Bill" Luth is studying the official guide these days for a reason we believe he will soon be taking a vacation—where? South, of course.

#### Illinois Division Mabel Johnson

Nell sold chances—all bought chances,  
But Kenneth won the gown.

Then he blushed—Nellie rushed

To seal the bargain down.

Dime she advanced—back she pranced,

With Ken's "Win" under her arm.

Game loser, he—but Oh! Hully Gee!

We wish he had tried it on.

Girls, who will be first to send Ed,  
the freight house transfer clerk, some pretty posies? He's had the same red poppy greeting his eyes for several weeks now, and in spite of the fact that it is artificial, it is getting rather wilted looking.

#### The Man with the Lantern

Did you ever wake, on a railroad train,

At a midnight stop on a lonely plain

And see, a gem against velvet black,

The light of a lantern beside the track?

No hour so late or so dark the sky,

But a Man with a Lantern stands near

by—

Doing his bit the long hours through

Making the journey safe—for you!

Through the stifling gloom of the tunnel's

bore,

The Man with the Lantern has gone be-

fore—

Beneath the trestle, the torrent white

Has mirrored the gleam of his moving

light.

For the softened earth and the flooded

ditch,

For the broken rail and the open switch,  
For the railroad's subtle and silent foes—  
Searching, the Man with the Lantern goes.  
So give him a thought as you travel on,  
For every hour from dusk to dawn,  
Be the storm so wild, or so dense the night,  
There is somewhere a Man with a Lantern  
bright—

Doing his bit the long hours through,  
Making the journey safe—for you!

Miss L. R. Norris,  
Freight Claim Dept.

#### The Real Reason

Arthur—"I know a man, married for thirty years, who stayed at home every night."

Amy—(with feeling)—"That is love."

Arthur—"No! It's rheumatism."—Exchange.

#### No Expert

Judge: "What had the defendant been drinking when you arrested him?"

Cop: "Whiskey, I think, Your Honor."

Judge: "You think? You think? Aren't you a judge?"

Cop: "No, Your Honor, only a patrolman."

#### Cheering Him Up

His Girl—"Reginald, dear, do try and be cheerful. I know it will come all right. Mamma, at least, is on our side."

Reginald—"What makes you think so?"

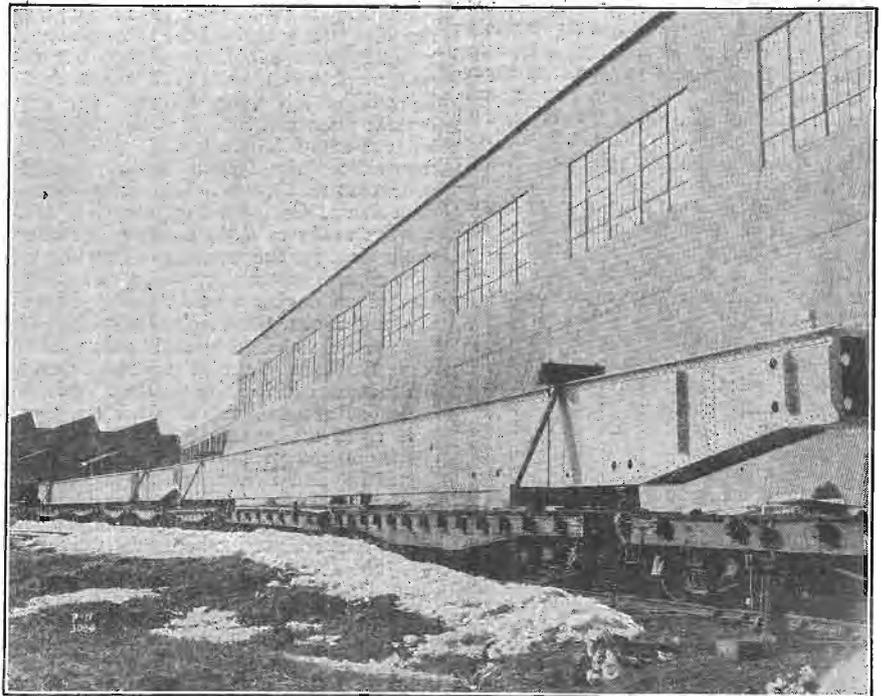
His Girl—"Well, dear, I heard her tell papa not to judge you too much by appearances."

#### Sign Near Tailor Shop

Clothes pressed while you wait around the corner.

"Why did you tip that boy so handsomely when he gave you your coat?"

"Look at the coat he gave me!"—Record.



TOOK NINE CARS TO HOLD IT

Above is shown a monster bridge iron which took nine flat cars to carry the one piece. It was shipped from Milwaukee by Pawling & Earnshfeger to the C. B. & Q. Ry. at Eola, Illinois.

# I Will Give You a Chance To Earn \$200 a Week

**R**IGHT now, today, I offer you an opportunity to be your own boss—to work just as many hours a day as you please—to start when you want to and quit when you want to—and earn \$200 a week.

## These Are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work. You can do every bit as well as he did. If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his first month's spare time he earned \$243. Inside of six months he was making between \$600 and \$1,200 a month. W. J. McCrary is another man I want to tell you about. His regular job paid him \$2 a day, but this wonderful new work has enabled him to make \$9,000 a year. Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it? Do you want to earn \$40 a day?

## A Clean, High-grade Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in all the leading magazines. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or

snow, a coat that everybody should have, made of fine materials for men, women and children, and sells for less than the price of an ordinary coat.

Now Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than



J. R. HEAD

three hundred thousand dollars for sending us orders. And now I'm offering you the chance to become our representative in your territory and get your share of that three hundred thousand dollars. All you do is to take orders. We do the rest. We deliver. We collect and you get your money the same day you take the order.

You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you send us only six average orders a day, which you can easily get, you will make \$100 a week.

## Maybe You Are Worth \$1,000 a Month

Well, here is your chance to find

out, for this is the same proposition that enabled George Garon to make a clear profit of \$40 in his first day's work—the same proposition that gave R. W. Krieger \$20 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. If you are interested in a chance to earn \$200 a week and can devote all your time or only an hour or so a day to my proposition, write your name down below, cut out the coupon and mail it to me at once. You take no risk, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

## Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything and you will have a chance to go right out and make big money. Do it. Don't wait. Get full details. Mail the coupon now.

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THE COMER MFG. CO.  
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Dept. V-511, Dayton, Ohio.  
Please tell me how I can make \$200 a week as your representative. Send me complete details of your offer without any obligation to me whatsoever.

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*“12 UP”*

The greater part of the time your watch is running in approximately this position; it is therefore of vital importance that your watch be so adjusted.

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Dial down



3 up



9 up

