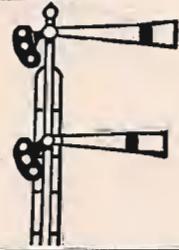
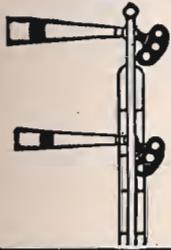


# THE MILWAUKEE MAGAZINE



TO PUGET SOUND  
THE  
CHICAGO  
**MILWAUKEE**  
AND ST PAUL  
RAILWAY  
ELECTRIFIED

*Palisades of the Yakima River, Eastern Washington*

JULY, 1924



THE "PANAMA LIMITED" PASSING HOMEWOOD, ILLINOIS

## The OPERATOR

The man at the key must have a good watch—accuracy represents his margin of safety. Thousands of Illinois watches in the hands of operators everywhere prove that the name ILLINOIS stands for dependability as well as supreme quality.

# The Bunn Special and Sangamo Special

ILLINOIS WATCH COMPANY

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ADJUSTED TO SIX POSITIONS AND TEMPERATURE



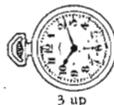
Dial up



Dial down



12 up



3 up



9 up



6 up

# I Offer You \$200 a Week

**My Special Offer to Railway Men**  
*The Amazing Story of W. S. Cooper Points the Way To*  
**A \$200 A Week Income for You**



**J. R. HEAD**

of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



**E. A. SWEET**

an electrical engineer, is making from \$600 to \$1,200 a month and works only about four hours a day.



**A. B. SPENCER**

of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.

"My name is Cooper—W. S. Cooper, I live in Ohio, and this is a true story about myself. I am writing it because there are thousands of men in America struggling along on starvation wages, just like I was, who can do just what I did and make from \$5,000 to \$10,000 a year.

### **I Was a Wage Earner**

A short time ago I worked in a factory. I was not the owner, not the superintendent, not the boss. I was a wage-earner. I made as much as the average man and no more. I was just like nine out of ten other men—a slave to my job—no real money, no real future. Why, I couldn't have raised \$100 in cash if my life had depended on it. And that was only a little while ago.

Today, I am a successful business man. I have a large income, money, investments. I have hundreds and hundreds of friends. I get a lot of pleasure out of life. I have no boss. I work just four hours a day and only five days a week. And the reason for the change in my circumstances is very simple.

### **The Curse of a Small Income**

Please remember that only a short time ago I was practically broke—doing like most men, trying to make a meagre salary meet the constantly increasing expenses of life. It couldn't be done. We wanted to live like other people. We wanted some of the luxuries of life. We wanted to buy our own home. But there simply wasn't enough money. We were living from hand to mouth. And it made me almost desperate to think of what would happen if I became sick or lost my job.

And yet, today, I am a big success. Money no longer worries me. I buy what I want and pay cash for it. I travel where I please. I give my family the luxuries that every family is entitled to expect from the head of the family. I hesitate to say it, and maybe it does sound foolish, but just the other day I paid \$900 for a diamond ring that I had wanted for a long time.

Now I am going to tell you how this great change came about. One day I heard that a man could make from \$100 to \$300 a month in his spare time by doing a certain kind of work.

I didn't believe it. I couldn't believe that a man could make as much in an hour or so as I was making by eight hours' hard work.



**W. S. COOPER**

Just to satisfy my curiosity, however, I investigated. As you read this you will feel just about the same way I did then. I thought it couldn't be true, and yet, it might be, and it certainly was worth finding out.

### **I Find Myself**

I found a wonderful thing. I discovered that instead of making only from \$100 to \$300 a month, men who were doing this work were making as high as \$1,200 a month—men like myself who had never had any experience were easily cleaning up from \$100 to \$150 a week.

When I look back to that day and realize how close I came to passing up my opportunity it sends cold chills down my spine. All that I have today, my entire success, is due to the proposition that I learned about that day.

### **I Have Succeeded Beyond My Dreams**

There is no secret to my success. I have succeeded beyond any dreams I may have had a few years ago. And please remember I consider myself only an average man. Here are the facts about my success.

I am the local representative for the Comer Manufacturing Company. This company manufactures Comer All-Weather Raincoats—the finest coats in style, material and workmanship that can be bought anywhere.

Comer Coats are not sold in stores, but through a local representative. The local representative does not have to buy a stock. He doesn't have to invest any money. All he does is take orders from Comer customers,—orders that almost come without asking—and he gets his big profits every day for the orders he takes.

Many of my customers now come to me. I don't know how much bigger my business will get, but I no longer consider it an exceptional day when my earnings exceed \$50 or \$75. There are few business men in this city whose profit is greater than mine, and I can only see unlimited opportunity in the future."

### **You Are Now Offered the Same Opportunity**

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this proposition, then mail the coupon to me at once.

This is my special offer to railway men. I will send you without cost or obligation full details of this proposition which has enabled W. S. Cooper to enjoy an income of \$5,000 a year. I will prove to you that you have the same chance to make the same huge earnings as Mr. Cooper. Mail the coupon at once. This may be the big outstanding opportunity of your life to end your money worries forever. Act quickly.

C. E. COMER, Pres.,  
 The Comer Mfg. Co.,  
 Dept. BV-517 Dayton, Ohio



### **FREE TO YOU**

In addition to your big earnings we offer you a Buick Touring Car, without a cent of cost, that you can use

to help you in developing this great business. Mail the coupon for full details of our special proposition.

### **NOTICE**

*The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment, and will have reason to be proud of his connection with the company.*

### **Mail This NOW**

The Comer Mfg. Co.,  
 Dept. BV-517, Dayton, Ohio

Please send me without expense or obligation your special proposition which has enabled W. S. Cooper to enjoy an income of \$5,000 a year.

Name .....

Address .....

(Print or Write Plainly)

# What Do You Want Most?

**You Can Buy**



A home? A business of your own?  
A college education for your children?  
A real vacation?

Any one of these requires money.

You'll find our "Buy \$1000 on Easy Payments" plan an excellent way to reach your goal.

Ask our Savings Department about this plan.

## First Wisconsin National Bank Milwaukee

Capital and Surplus Ten Million Dollars

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

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

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

**The Falk Corporation**  
Milwaukee      Wisconsin

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is issuing the

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Accident and Health  
**POLICY**

It is especially designed for  
**Railroad Employees**  
and is the Most UP-TO-DATE  
Contract, containing the BROAD-  
EST and MOST LIBERAL  
BENEFITS Yet Offered

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

Gentlemen:

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 I am interested in a "Headlight" Policy.

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Street .....

City..... State.....

Occupation.....

Employed by..... R. R.....

"Standard'er the earth on  
account of greater worth"



TRADE MARK REGISTERED

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500 Watts to 7½ K. W.

A Complete Line of—

- Headlight Cases—Sheet and Cast Metal
- Reflectors—Metal and Glass
- Portable Headlight Cases
- Floodlights
- Searchlights
- Lamps for rear of tender
- Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc.

Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass  
Reflectors for Locomotive Headlights

## FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION  
Better Illumination With Fewer Units With  
"Pyle-National" Floodlights,

## THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of  
Locomotive Electric Headlight Sets  
General Offices and Works  
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## Dressing up in his *Signals*

**Y**ES, when you climb into your Signals, you're really "dressed up."

Signal shirts for 25 years have been "dressy" and in a class by themselves. They're of superlative quality.

Thousands of railroad men wear Signal shirts. Those who don't *would if they knew!* Because—Signals are noted for

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There's no shirt so strong as a Signal. No shirt holds so true to its color. No shirt makes the dollar go farther.

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## Signal Shirt Company

[formerly Hilker-Wiechers Mfg. Co.]

Dept 5

Racine, Wis.

**\$1.00 DELIVERS to Your Home**

**Complete Outfit**

# Violet Ray

ONLY \$1.00 brings this complete, scientific Violet Rays outfit to you. Treat yourself and family at home, save delay, costly doctors and medicines. Thousands use Violet Rays at home to relieve pain and sickness. The identical outfits doctors have bought from us for years and with which they successfully treat many ailments, including those listed below.

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Violet Rays work quickly, it's scientific, goes after the cause. That's why results are quick, permanent. Dr. Duncan, Kewanee, Ill. writes, "Violet Rays is the finest thing I ever used . . . to relieve pain, treatments are so pleasant all my patients like it." Use it yourself at home, you save Doctor's bills.

**Beauty Aid** Brings natural magnetic beauty of health, no dieting, exercise or drugs. FREE book tells in detail how high priced beauty specialists use it to improve scalp and skin.

## EARN CASH

Men, women, without experience earn liberal profits in spare time showing Violet Rays to neighbors. Proves results first demonstration, sells on sight. Get attractive offer and wholesale prices now.

## Send FREE Book For

Explains how Nikola Telsa discovered Violet Rays, how it works, why it heals. Tells what doctors and plain folks accomplish in conquering pain, disease and nervous trouble with Violet Rays.

**Reveals Marvelous Scientific Discoveries** Shows charts of human body, explains where pains start, how to banish them. Offered FREE for a limited time only, to introduce Violet Rays. Send for FREE copy.

## Check Your Ailment Below for Free Advice

Here is a partial list of ailments successfully treated with Violet Ray:

- |              |             |                |
|--------------|-------------|----------------|
| Catarrh      | Hay Fever   | Piles          |
| Chilbains    | Headache    | Rheumatism     |
| Colds        | Goitre      | Skin Diseases  |
| Constipation | Insomnia    | Sore Throat    |
| Earaches     | Lumbago     | Sprains        |
| Eczema       | Nervousness | Tonsillitis    |
| Eye Diseases | Neuritis    | Whooping Cough |
| Falling Hair | Paralysis   | Asthma         |

VI-REX COMPANY, Dept. 137, Chicago  
Mail coupon—Send no money

VI-REX COMPANY,  
211 S. Peoria St., Dept. 137, Chicago  
Please send me without cost or obligation your free book describing your VI-REX Violet Ray outfits, and details of your \$1.00 offer.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

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# DANGER

*No More Cuts or Sore Hands--Your Old Style Can Opener is Now Passe*

We have purchased a limited supply of MARVEL CAN OPENERS to introduce them to dealers. Get yours now, your dealer may not have his supply for a year.

## SELLING LIKE WILDFIRE IN THE CITIES



1. One Push Down Cuts the Lid
2. Pull the Lid Open

# 50c

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Box 1999, Chicago, Ill.

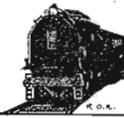
Enclose find 50c, please send me a Marvel Can Opener.

Name, St., R.F.D.  
or Box No. \_\_\_\_\_

Shipping Point \_\_\_\_\_

Postoffice \_\_\_\_\_

State \_\_\_\_\_



## Transportation in China and Japan

As many of our employes know, I have just returned from a trip to the Orient during which I visited China, Japan and the Philippine Islands and traveled extensively over the railroads of China and Japan.

I was much gratified to meet a great many people in those far away countries who had traveled on the Chicago, Milwaukee & St. Paul Railway and were familiar with our railroad and generous in their commendation of our service. Most of them had traveled on our Olympian train between Seattle and Chicago, and a number of them had made several trips over our line.

I found that our electrical operation was particularly commented on by these travelers and others who had become acquainted with it in one way or another. Our electrical operation was especially interesting to the Japanese people because the Japanese Railways are now at work electrifying one of their most important main lines. Years ago they sent their engineers and other representatives over to study our electrification and as a result of their studies they have decided to engage in electrifying their railways quite extensively.

China is larger than the United States and needs transportation more than any other one thing. There are approximately 420,000,000 people in China with only 7,500 miles of railways, while in the United States we have 110,000,000 people and over 250,000 miles of railways. This lack of transportation in China has resulted in unbelievably low wages for the working man and an extremely low standard of living with poverty on every hand.

Not having railways and most of the country having no highways, the greater part of the transportation of China that cannot be handled in boats on the rivers and canals is carried on the backs of men or in vehicles pulled by men, labor being so very cheap that men do the work which horses and other draft animals do in other countries.

Skilled workmen are only paid about fifty cents per day in the money of that country which is equal to twenty-five cents per day in our money and the workers, although they toil from early morning until late at night, are many of them practically always on the verge of starvation.

I was glad to get back to this country where the working man gets good wages, has many comforts and where industry and frugality make a higher standard of living possible.

The railways on which I traveled in both China and Japan seemed to be in good physical condition and were fairly well operated, but in many respects the railroads in this country are much superior.

I was impressed with one thing, however, and that is, although the railroads in both countries are operated by the government the rates charged are sufficiently high to make a handsome profit each year, so that the railroads are a source of revenue to the government. In fact, the cost of operating the railways of Japan last year was only 53% of the amount received in earnings while in this country the operating costs are 80% of the income, showing that either the rates in this country are too low or our costs are too high, because many of the railroads in this country are not making any profits; and we would all do very well if we could get rates high enough to permit us to earn the same proportion of profits as the railways of Japan did last year. In addition to this our road paid \$9,000,000.00 in taxes and the Japanese Government Railways paid no taxes.

We traveled both ways from Seattle on the ship of the American Admiral Line, which ships belong to the United States Shipping Board, and they are modern and first-class in every respect.

We had a very enjoyable time, saw many interesting things and the S. S. President Grant on which we returned from Yokohama carried a trainload of silk which was routed via the Milwaukee from Seattle to Chicago, and we traveled on this silk train from Seattle to Chicago.

President.

# Why Terre Haute of the Terre Haute Divison

C. R. PATTON

Because—

One thing that we need to recognize as a happy condition for our city is the steady growth of it. Today the territory covers eight and a quarter square miles. In the last 20 years about 12,000 building permits have been issued, valued at about \$14,000,000. The population has shown no sudden rise. It has been gradual, built upon varied interests. Such a condition is very healthy for the well being of any city.

We are happy in Terre Haute in our organizational life. When people organize there is indicated a crystallization of mutual desires for specific objects. Our Chamber of Commerce has about 2,000 members. Our civic clubs have approximately 500 members. The Y.M.C.A. has about 1,700 members and the Y. W. C. A. 1,500 members.

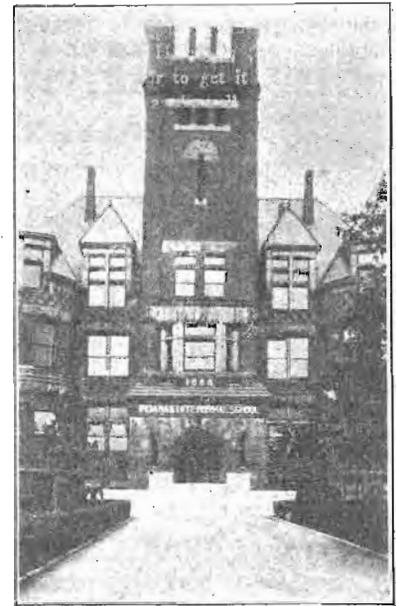
Another good thing about our organizational life is that there is no needed form of organization omitted. Again, we are happy in our rapidly developing civic consciousness. There is a personal feeling that we must continue to grow. Terre Haute is made up largely of a city of contented people. Many new-

these organizations 13,321 calls were made by our visiting nurses, 3,603 garments were distributed. 22,008 pints of milk served to the children, 33,399 meals to undernourished children, 3,095 families helped. If these facts were known these agencies alone expressed close to 100,000 acts of kindness, building for a better, happier Terre Haute.

Buildings, pavements and general material upkeep are not the main causes of the wellbeing of a city. But they are the results and indications of a contented, prosperous and happy city. It is well, then, for us to look at some of the facts of our material well being.

erty in 1910 was about \$28,800,000. In the assessed valuation of real property in 1915 was \$28,300,000. Today it is about \$52,065,000. We have 33 public school buildings valued at \$3,100,000, with a total enrollment of 13,968 and a total cost for last year of \$1,112,497.12 and a teaching force of 481. The school system has \$79,864 in the banks. We have a public library which is one of the finest in the state.

There are about 200 manufacturing industries whose manufactured products exceed \$40,000,000 per year and employ



Indiana State Normal School.

membership of 25,000 with many thousand in their constituency and with property valued at about \$1,500,000.

The combined values of farm and mineral products of Vigo county increased as follows: In 1850, \$1,000,000; 1900, \$3,000,000; 1920, \$20,000,000. The total farm, mineral and manufactured pro-



comers speak of the feeling of fine fellowship which is evidenced here. There is a reasonably good assurance of continued work because of our varied interests. About 70 percent of our people own their homes—a condition making for contentment. The religious stimulus given by our ministers and other religious leaders aids people in finding and making happy conditions. Yet there is not a self-satisfied self-righteous feeling in our city. There is an urge for the better.

One of the great organizations in our city is the Welfare League. Because of our more steady employment our conditions of poverty are not as acute as in some cities. The 15 co-operating organizations in the Welfare League are never in acute need. It is true they could spend more money and do so wisely, but they are always able to meet the real needs of our people. Approximately \$75,000 is spent each year in these organizations, much of which comes from the Welfare League. Last year through

15,000 people. Nine counties tributary to the city contain 3,000 square miles of coal land, with 3,800,000,000 tons of workable coal. Vigo county has 415 square miles of coal land with 1,000,000,000 tons of workable coal. The coal supply in this neighborhood is good for 225 years. There are 60 miles of pavement within the city limits, 225 miles of concrete sidewalks and 100 miles of public sewers.

Terre Haute ranks second in the state in the amount of fire insurance carried. It has the largest tonnage of outbound freight of any city in the state. There are six lines of railroad, namely, C.&E.I., P.R.R., C.M.&St.P., E.I.&T.H., C.C.C.&S.L., and T.H.I.&E.T.Co. The inbound freight last year, exclusive of coal, was about 2,000,000 tons and the outbound freight, exclusive of coal, was practically the same. There are 170,000,000 bushels of corn, 78,000,000 bushels of oats and other grains raised annually along the roads tributary to Terre Haute.

There are 72 churches and religious organizations in Terre Haute with a

ducts of Vigo County have increased as follows: In 1850, \$1,500,000; 1900, \$21,000,000; 1920, \$64,500,000.



Emeline Fairbanks Memorial Library.

Our gas company has 14,000 meters, with 145 miles of gas mains and the second lowest rate in Indiana. The sale of gas has increased 200 per cent since 1908 and 100 per cent since 1915. It has its own gas plant and has also a

contract with the coke company, thus insuring an efficient service. It has a belt line three-quarters of the way around the city.

Our water works has a capacity of 22,000,000 gallons per day with a daily average of 4,900,000 gallons pumped. There are 104 miles of water mains in the city. The value of the plant is ap-



St. Mary's of the Woods Academy.

proximately \$2,000,000. There have been no deaths of typhoid fever caused by the city water for several years.

Our electric company has one of the lowest lighting and power rates in the state and has the lowest rate in the United States for coal mines and industries where steam is used. The electric company by its railroad facilities connects with Illinois, Michigan, Ohio and parts of Kentucky. The freight hauled has been decidedly on the increase, particularly in and out of Indianapolis.

**Terre Haute**  
*Max Ehrman*

What place is lovelier than Terre Haute;  
The foliage of her many trees,  
That tremble as the cooling breezes float  
Across the grain fields' yellow seas!  
The gentle river that caressing sings  
Past shop and mill and waving corn.  
Each day some happy inspiration brings;  
Each day a thousand hopes are born.  
Here workers wend their way to pleasant homes;  
And students spend romantic days.  
Here lofty spires and gilded domes  
Reach up to touch the sun's last rays.  
Here many a youth and maid their faith have kept,  
Labeled, lived happily, grown gray.  
Here bolder ones with keener eyes have crept  
To paths where fame and fortune lay.  
Vast growing fields and treasures in the ground,  
Art, learning, too, here find abode;  
And many a forward-looking son has found  
The gift the gods have here bestowed.  
What various aspirations man pursues!  
It matters not what visions lure,  
Here may ambition all its talent use;  
Here is the world in miniature.



Maintenance of Way Department Officials,  
Terre Haute, Ind.

# The Truck, the Bus and the Railroad

*By J. E. Bjorkholm, Assistant Superintendent Motive Power*

Someone with an eye for business said once upon a time that "competition is the life of trade" but, no doubt, this individual referred to competition where all parties involved had an equal chance when good business management, efficiency in production, promptness in delivery, plus good salesmanship, were the deciding factors bringing home the bacon. It is certain he did not have in mind a competition of the kind confronting the railroads where the truck and the bus in certain localities get all the cream with its butter fat, leaving for the railroads the skimmed milk that, instead of containing any butter fat, has been dangerously close to the town pump.

Had our friend, the originator of this motto, been engaged in the manufacture of shoes, for instance, and the owner of a modern, fire proof factory, equipped with all safety features surrounding its modern machinery, as called for by the law, and enforced by an ambitious and insistent factory inspector, paying high taxes to the state and the municipality, with a competitor carrying on his trade in an old, rattle-trap building, no safety devices surrounding its machinery and no taxes to pay, he, no doubt, would have been less optimistic. If, in addition to this, legislative regulations compelled him to have a certain number of men employed at each group of machines, with no such stipulations confronting his competitor, he, no doubt, would have felt it was a mighty one-sided game. Had it further been decreed, to make it still more interesting, that our friend's factory had to run in and out of season regardless of available markets for his products and the selling price stipulated by a Governmental body composed of bakers and druggists and members of other sundry vocations, except shoe makers, while his competitor could close his factory at will whenever conditions for doing so looked favorable, besides being at liberty to adjust his own prices, it is a safe prediction that he would have selected something less cheerful as his business slogan.

While not claiming the distinction of being a mind reader, I feel pretty safe in saying that the dear readers are ready to admit that in the above case one firm had all the advantages, while the other surely was fighting a losing battle against unfair competition—a case of freedom of commercial trading and expansion on one hand and confiscatory restriction on the other—and still it resembles very fittingly the condition confronting the American Railroads today, strangled by legislative regulation in every direction, while the competitor is a Free Lancer at liberty to stipulate his own rate, with no regulative bodies compelling him to operate regardless of profit and loss, and no expensive establishments to maintain.

Before a railroad can do business it must purchase a right-of-way, grade, ballast and lay rails, and buy the land on which its depots, large terminals and shops, etc., are to be located. It must

maintain the line it has built and it must maintain adequate service, and it must also pay to the State in many instances an exorbitant tax. The railroads must pay all these things and maintain service 365 days in the year regardless of weather conditions, and while storms and other unforeseen acts of Providence may delay the train, they never stop them.

The buses, on the other hand, buy no rights-of-way, lay no rails and pay comparatively no tax. They operate over State highways constructed and maintained out of the pockets of the tax payers and when heavy snows come they find themselves unable to operate, frequently for weeks at a time, waiting patiently for the county authorities to open the right-of-way for their traffic.

The motor truck and the bus, it occurs, are just as much a common carrier as a passenger coach or a freight car propelled by a locomotive, although for some yet unexplained reason, not subjected to the same regulations. The passenger bus is free to operate at will on the highways built and maintained by the public, loaded with more passengers than today are found on a three or four car, local, passenger train, crowded together in a small space, rushing through crowded streets and county highways, the passengers' safety depending entirely on one single man, and while Main Street politicians and the public have cried out in horror, vigorously protesting against the one-man street car and voicing their demand for full crew legislation on trains, they have been conspicuously silent in voicing any protest against the one-man bus where the operator, in addition to the duties imposed on a street car motor man or a locomotive engineer, also must guide the vehicle on the road—something the operator of a rail conveyance is not called upon to do. Just what there is about a bus operator guaranteeing him against mistakes or insuring him a charmed life has yet to be explained.

Municipalities insist on comfortable station buildings to be maintained by the railroads, even though sparingly patronized, and frequently these accommodations are used by the bus lines as gathering places for their fares.

It would be difficult to establish an example of competition more unfair in all its details and there can be only one result—curtailment of railroad traffic, both freight and passenger, affecting seriously the future of the roads and its employes alike, and it is time that the railroad workers, who today command a formidable position in shaping the policies affecting our whole social structure, become awake to a situation that is going to have an important part in shaping their destinies in the future, and through their influence insist on fair play.

That this unfair competition is a matter appreciated even in quarters not credited with any exceptional friendliness towards the railroads is manifested by the statement made sometime ago

by the Honorable Senator Dill of Washington, who stated: "Railroads are unjustly taxed by the different States to assist in paying for the graded and paved highways which their competitors, the motor trucks for hire, continually use without charge. The taxes now collected on railroad road beds for building paved highways should be raised by charge per ton mile for all freight handled over the highways and a charge for each passenger transported. I believe the railroads should be compelled to operate on a sound business basis and at the same time, should be treated on fair terms with other common carriers."

In another statement in the Hearst Paper, under a date of December, 1923, the Honorable Senator Borah of Idaho, one of the more prominent members of the U. S. Senate, said: "In four of the Northwestern States in which I was making an investigation of agricultural conditions I found that the tax upon railroads had been increased from 1916 to 1920 from \$540.00 per mile to \$1,458.00 per mile." In this connection, I might mention that the railroads in the State of Wisconsin in 1923 paid \$7,332,728.43 in taxes."

Almost seven and a half million dollars taxes to the State is indeed a sum well worthy of serious consideration and while it has no direct connection with the subject referred to in this article, it may be well worth to pause for a moment and reflect where these taxes should come from should the Government ownership advocates be successful in their campaigns. The machinery of State Government could not cease functioning because the railroads had ceased being tax paying institutions and the collections would have to be made elsewhere.

It is a regrettable fact that such a small part of the public really realizes the necessity of a healthful financial condition of the roads and an opportunity equal to other enterprises in shaping their policies of management, and as stated sometime ago by the Pittsburgh Gazette Times, "For their own welfare people should understand that it is not enough to have railroads. They must be allowed to thrive and they cannot thrive

unless they are managed by efficient operators who have given their lives to the work and so have been the real benefactors of the country."

While the average citizen may not feel that he is directly interested in the welfare of the carriers and may not have any stock in the railroads, the question is: Who owns the bonds? They are owned very largely by the banks where we are now carrying our deposits. We do not like to see the bank lose out as that might mean that we will be the losers ourselves or may be called upon to pay up a loan before convenient. The Life and Accident Insurance Companies own hundreds of millions of dollars worth in railroad bonds and the most, if not all of us, carry insurance for the protection and care of our children should we be called upon to depart and we surely do not want to see the railroad bonds become worthless, and thus it follows that the public is indirectly very much interested in the railroads and should know more of the railroads' side of the story.

To further analyze the situation as between the railroad and the truck and bus competition, let us compare the investments in capital involved and the value the two factors are to the community. The railroad with its huge properties, terminals, shops, etc., gives employment to thousands of wage earners, the railroad payroll being a very decided and in many localities the main support of the community, the other with the property confined to a vehicle and a license plate constituting the entire business establishment.

Quoting Mr. W. A. Schowalter in the National Geographic Magazine, "Nothing that is material does more to make a nation great than its railroads. The interchange of raw products makes possible big industries. The free movement of commodities from producer to consumer makes available vast markets. In their role as arteries of commerce, the railroads of the United States carry the life blood of trade to the ends of the nation. The railroads indeed constitute the key that unlocked the treasure house of America's resources."

## The V. E. A.

### Remember the Date and the Place

Below is a brief outline of the program that has been arranged for the meeting of the Veterans' Association in Milwaukee on August 25th and 26th. There may be some minor details to be announced later, but the main features of the program of the two days is included here:

August 25th:—The Milwaukee Electric Railway & Light Co., hall has been secured at a rental of \$50.00. It is located on the second floor of their terminal building, Second and Sycamore Sts., just across the park from our depot and very convenient. The morning, commencing at 9 o'clock, will, of course, be given up to the usual routine—registering, distribution of badges and programs, sale of tickets for the banquet, etc., and the business meeting will convene at 2 P.M. or thereabouts.

While the business meeting is in progress a committee of Milwaukee ladies will hold a reception for the visiting ladies at one of the hotels, and if any of their guests wish to go shopping or have any other plans for the afternoon this

committee will be pleased to assist them.

The banquet will be held in Gimbel's banquet room, and the time is being set at 6:30 P.M., so that everybody will be seated and ready to be served at 7 P.M. sharp. Entrance will be through the store at the door nearest the bridge on Grand Avenue. Upon entering the tickets will be taken up and the guests relieved of their wraps, then proceed to the 8th floor by elevator. This dining room is more desirable than the Auditorium, as the acoustics are excellent and far superior, and each guest should be able to hear the speakers without any difficulty. Gimbel's feed from 1,100 to 1,200 people in this dining room between the hours of 11:30 A.M. and 2 P.M. daily, in addition to which their cafeteria handles 1,000, so they are equipped to serve banquets, large or small, better than anyone else in the city, and I am sure they will do themselves proud on this occasion.

The meeting hall and Gimbel's, together with our depot, are all located south of the congested traffic streets and

within three or four blocks of all the hotels, except the Astor.

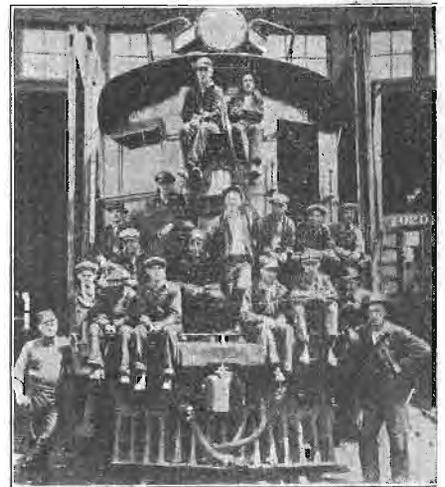
August 26th—There will be a special train to Pewaukee where veterans and their families will be met by boats and taken the entire length of Pewaukee Lake, a wonderful boat ride on one of the largest and prettiest lakes in state, studded on either side by beautiful summer homes and grounds. Waukesha Beach, the destination of the boats, needs no advertising. On arrival there the frolic begins. Merry-go-rounds, aeroplanes, Ferris wheel, the whip, boating, bathing, fishing, dancing and every conceivable form of the latest out-door amusement will be at our disposal. Lunch will be served at noon and a day of real pleasure is promised as there will be a choice of entertainment to appeal to every taste and fancy. The schedule for this trip has not yet been determined.

W. D. Carrick, Chairman.

### For Better Acquaintance

The project of a Milwaukee Road Woman's Club, whose membership shall be composed of the women members of employes' families and the women employes of the company has been discussed and urged for a year or more, but always there loomed the question of a club home. Space for office room in Chicago or Milwaukee has been for a long time at a premium owing to the limited amount available in either city; and so it seemed impracticable to take any steps toward the favorite project of a Woman's Club. But with the completion of the new Annex to the Fullerton Avenue Building, Chicago, it now seems possible to go forward with the formation of such a Club, and those who have the project at heart are about to launch the move. A call has been issued for a preliminary meeting on July 12th at which it is expected the Club will get under way, and a cordial invitation is issued to all the women of the railroad to come or send in their names for membership.

The purpose of the Club is a better acquaintance for mutual enjoyment and benefit, and the activities are to be those of Women's Clubs generally. It is proposed to furnish the rooms at the disposal of the Club in the Fullerton Avenue Building attractively and make a cozy club home where entertainments and club activities may be carried on in pleasant surroundings.



Electrical Crew, Deer Lodge Shops.

## The First Passenger Train From Milwaukee To Madison, Wisconsin 70 Years Ago.

A veteran railroad man of Wisconsin is Mr. S. R. Hopkins, one time telegrapher for the Milwaukee & Mississippi Railroad way back in 1859 when he went to work for that little "streak of rust" which has in the years that have elapsed grown into the Madison Division. When the first train from Milwaukee steamed into Wisconsin's capitol, Mr. Hopkins was a school boy of ten years, and this year, hale and hearty at 80 he has been visiting the scenes of his childhood and youth, and the following story, as he told it to a Wisconsin State Journal reporter is a pleasant reminiscence of Old Days on the railroad and in the State which gave this big railroad its charter.

May 23, 1854, was a big day in Madison and Dane county.

The populace for miles around gathered on that occasion to celebrate the arrival of the first train in Madison over the Milwaukee and Mississippi railroad—just 70 years ago.

On one section of that train—there were four sections to accommodate the crowds which took advantage of the excursion opportunity offered in christening the road—was a boy of 10.

That little boy, now a vigorous and spry lad of 80, was S. R. Hopkins, Montclair, N. J., who is visiting his son-in-law and daughter, Prof. and Mrs. Cecil Burchleigh, 340 Princeton avenue. So far as he knows, Mr. Hopkins is the only living person in Madison who was a passenger on that memorable, if possibly uncomfortable train which made the trip from Milwaukee to Madison in the remarkable time of seven hours. Mr. Hopkins and his parents had come back to celebrate with the home folks. He was the son of Rice Hopkins, who lived about four miles from the city on the Mineral Point road and a grandson of Prescott Sawyer, one of the earliest settlers in Dane county, who established his home near Madison in 1838.

"Yes," Mr. Hopkins said Saturday, "we thought in those days that they were running pretty fast to make the trip in seven hours. What kind of a train was it? Well, it had cars, but—"

### Over Present Route

The train pulled in at the little old depot which stood in the block on which the Gould, Wells and Blackburn warehouse is now located and over the route which is now the right of way of the C. M. & St. P. road.

"I remember," said Mr. Hopkins, "that during the year when we went to Milwaukee to live the road was completed

as far as Milton. It was two years after that when the line was extended as far as Madison."

Mr. Hopkins' dates are verified by a blue print diagram in the possession of J. A. MacDonald, division superintendent of the Milwaukee road, which shows dates of construction of the various track sections in Wisconsin and upper Michigan up to May, 1911. It reveals that the road in 1850 was built as far as Elm Grove, in 1851 to Waukesha, in 1852 to Milton, in 1853 to Stoughton and in 1854 to Madison. A long stretch was extended in 1856 from Madison to Boscobel and in 1857 it was pushed through to Prairie du Chien. Branch lines were built from Lone Rock to Richland Center in 1876 and from Mazomanie to Prairie du Sac in 1851. The Madison-Portage tracks were laid in 1870 and the connecting line in 1869 between Madison and Sun Prairie, which had been linked with Watertown in 1857.

### Was Feast Day

"Yes, that was a great day," said Mr. Hopkins, returning to the subject of the first train. "Most everybody in the county came to Madison with well-loaded lunch baskets—in those days you know 1,000 was a lot of people—. The Madison folks set tables clear across the capitol park along Main street and everybody was welcome to eat all they could. There was roast chicken, roast duck and everything that went with it. There were young steers and other animals barbecued in the park. Folks who wanted something to drink could get all they wanted at Fess' tavern, just off the square.

"I was so busy running around trying to find my folks that I didn't know whether I got all I wanted to eat or not."

Mr. Hopkins, up to the time of his present visit, hadn't seen much of Madison for 53 years. To be sure he came here about 20 years ago to give a series of lectures on accounting before the school of commerce at the university, but he didn't have time to look around a great deal at that time.

"It's wonderful how the city has changed," he commented. "I can remember when there wasn't a building between the depot and capitol park. The park was heavily wooded and it had a narrow board sidewalk only on one side—on Main street. If you walked down what is now State street, you wouldn't get half way to what is now the university without thinking you were lost in the woods. Streets were nothing but country roads. I remember when my uncle, John Johnson got stuck in a mud-

hole with his team between the depot and the park and it took three teams to pull him out. The mud was knee deep."

### Was Telegrapher Here

Mr. Hopkins as a youth became associated with the railroad business. He went to work for the Milwaukee and Mississippi road in 1859 and started to learn telegraphy. At various times he operated the key in Madison, Edgerton, Stoughton, Milton, Eagle and Palmyra stations. He was one of the first telegraphers in the service to learn to take telegraph messages by sound instead of by the cumbersome system of translating dots and dashes recorded on paper strips as they were transmitted in the early days.

"George Brown and I used to practice together at Palmyra to learn the code by sound," Mr. Hopkins explained.

When the Civil war came along Mr. Hopkins abandoned his telegraph key to enlist in the 24th Wisconsin volunteers. After completing his service he again entered the railroad business, as general passenger agent at McGregor, Ia. Later he was agent and operator for the Kansas and Pacific railway, now part of the Union Pacific, at Topeka, Kansas.

His varied career then took him into the newspaper game. Going to Denver, he became mining reporter for a daily newspaper, traveling through the Rocky mountains wherever he was sent to report on new mining camps as they were opened up. After several years of this work he entered the field of book-keeping in New York city and upon retirement some time ago was a certified public accountant. For seven years he edited the "American Counting Room," the first publication devoted to accountancy.

"I was 80 years old last July," said Mr. Hopkins, "but I can still do anything I did 40 years ago. I could send a telegraph message right now."

### The Curbstone Philosopher Says,—

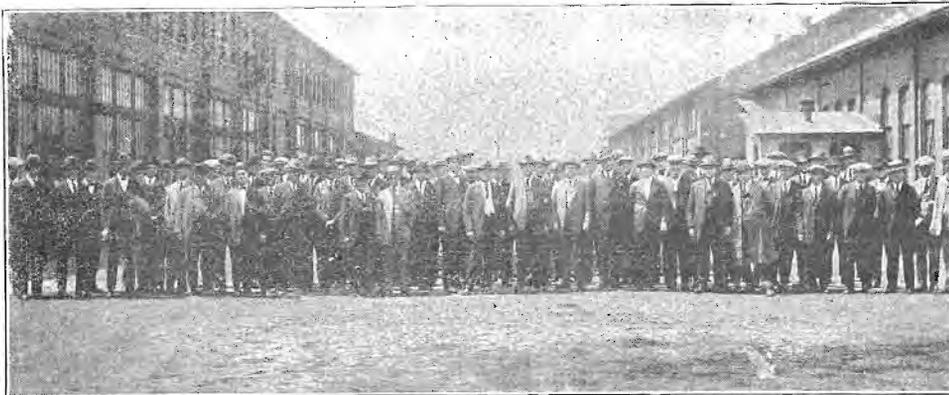
The meanest man I've heard of is the burglar who steals a man's pants and then leaves them in the neighbor's back yard.

One advantage in being married is that no matter whether it's chilblains or prickly heat you can always blame it on your wife.

Once upon a time there was a man who lived up to all of his wife's expectations, but then he died the day after the wedding.

The trouble with some fellows is that they feel competent to save the country when they can't even save part of their wages.

After some people learn the art of gossiping they don't have to buy an auto to run down their friends.



Staff Meeting, General Tool and Blacksmith Foremen, Milwaukee Shops.

# THE MILWAUKEE MAGAZINE

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Chicago

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## Honored By Superior Division Employes

Effective May 15th, Mr. L. T. Johnston was transferred from the Superior Division to the superintendency of the River Division; he being succeeded by Mr. F. C. Dow from the Coast Division, Mr. D. L. Rossiter of the River Division going to the Coast.

On May 13th, Superior Division employes at Green Bay gathered to bid Mr. Johnston good-bye and good luck, and as he was taking his departure, with Mrs. Johnston, Mr. S. H. Vaughn, freight and passenger agent at Green Bay on behalf of the employes, presented Mr. Johnston with a diamond stick pin and Mrs. Johnston, who is and has been nearly as popular with the employes as her good husband, was given a beautiful silk umbrella. Mr. Vaughn, who is past master in the art of speech making on occasions of this kind, made a short presentation speech, saying:

"I presume you have a suspicion that we are putting up a job on you, which is true," Mr. Vaughn said. "We don't want to embarrass you, but we felt that we could not let you leave us without taking with you our good wishes and some reminder."

"It is needless to say that your service to the company during your stay on the Superior division has been such that it has been reflected in the service of every employe who has come in contact with you, and that means nearly everyone. That wise man Solomon said, 'He that ruleth himself is greater than he that ruleth a city.' We feel that your control of yourself under sometimes the most trying circumstances and your uniform forbearance, fairness and courtesy has not only inspired confidence but loyalty in all."

### Reminder of Affection

"It is our privilege to express these sentiments by a small token for you and one for your good wife. These are the outward expressions of the sentiments of every employe on the division, irrespective of his station or service and we trust as you attach this small 'headlight' to your clothing, its sparkling rays may be to you a reminder of our affection and esteem and as Mrs. Johnston is sheltered from storm or heat by the umbrella we tender her, may she be protected from sorrow or adversity in the years to come."

"Wishing you success where fate and duty may call you, we bid you an affectionate God-speed."

The secret of Mr. Vaughn's success in this art of "talk" is that he speaks from the heart, and upon this occasion his words came from the depths and he

meant every word he said. Mr. Johnston returns to the division where thirty years ago he started on his railroad career as telegraph operator at Minneapolis.

## Railroad To Gravel Main Street Crossing Wentworth

Prof. Stillwell has just been advised by Roadmaster Tom McGee that the Chicago, Milwaukee and St. Paul Railway has made plans to deliver some 180 yards of gravel for the Main street railroad crossing, which will complete the graveling of Main street.

This again indicates that the C. M. & St. P. road is willing and anxious to do its duty as far as civic improvements are concerned, where proper co-operation is shown. The railroads have had a hard row to hoe since the bus and truck lines have been established, and though farmers complain that freight rates are high it should not be overlooked that the railroad company pays heavy taxes and willingly co-operates in civic improvements, whereas the bus and truck lines get their roads furnished and maintained at only the small cost of a yearly license.  
Wentworth, So. Dakota Progress.

## Banquet In Honor of P. L. Hinrichs

June 10th a merry party of 26 people, employees of this company in the Tri-Cities assembled at the Chamber of Commerce to honor Mr. Paul L. Hinrichs, who on that date completed a half century of service for this best Railway, on this or any other continent.

This length of service for one Company speaks volumes for the esteem in which the genial "P.L." is held, not only by his superior officers in the traffic and other departments, but by the shipping and traveling public, whom Mr. Hinrichs has served so well for fifty years.

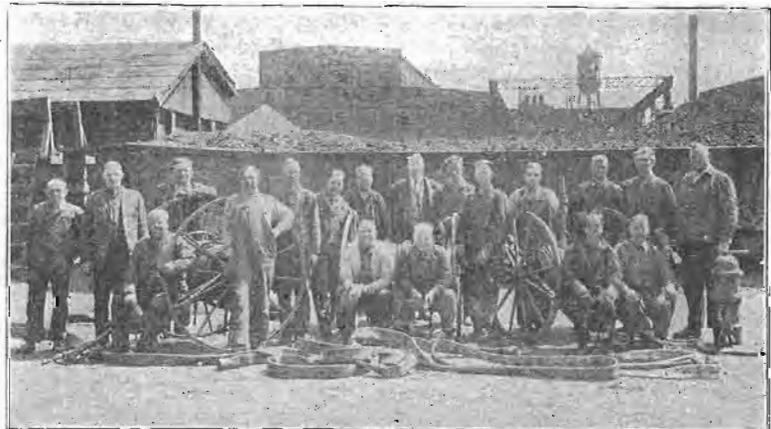
After all but the guest of honor had assembled in the dining room, General Agent Mallum (who had P.L. thinking he was taking him to dinner at the Chamber of Commerce without letting him know anything about the arrangements) brought him to the door. Mr. Hinrichs was about as surprised as it is possible to be.

He was escorted to the head of the table by Toastmaster Mallum, and after partaking of a beautiful dinner, Mr. Mallum gave a talk outlining the many years of service "P.L." had spent with the company, and stating what a pleasure it was to have such close association with him. Talks were given by all

of the employes, extending congratulations, after which as the crowning event of the evening, Mr. Harry Morris, Agent for the Western Weighing and Inspection Bureau, in behalf of the Tri City employes presented Mr. Hinrichs with a watch chain and charm, beautifully inscribed with the C. M. & St. P. medalion with the year 1874 above and 1924 below it. On the reverse side it had the inscription "In memory of pleasant associations Tri City Employes to P. L. Hinrichs, Traffic Department." Mr. Morris in his usual happy vein spoke very eloquently and feelingly of the love and esteem in which Mr. Hinrichs is held by everyone with whom he comes in contact. Mr. Morris also went back through the years and spoke of the many changes which have taken place in the C. M. & St. P. since 1874 to the present time, and the methods in vogue then and now. After a response by the guest of honor, who thanked his friends for remembering him so kindly, all took their departure, carrying with them pleasant memories of the occasion.

Mr. Paul L. Hinrichs entered the service of the C. M. & St. P. at Brookfield Junction, Wisc., June 10, 1874, Night Operator; Madison, Wisc., Jan. 11, 1875, Night Operator; Lower Prairie du Chien, Oct. 28, 1875, Day Operator; McFarland, Wisc., Apr. 12, 1876, Day Operator; Eagle, Wisc., Apr. 1, 1878, Day Operator; Milwaukee, Wisc., General Office, 1879, Train Dispatcher; Cross Plains, Wisc., May 1880, Agent; Avoca, Wisc., Mar. 1882, Agent; Bos-cobel, Wisc., Mar. 1883, Agent; Janesville, Wisc., Sept. 1894, Agent; Madison, Wisc., Apr. 1897, Agent; Davenport, Iowa, Apr. 1901, Commercial Agent.

The following were present:—L. C. Lewis, Agent, East Moline; H. Uhlman, Asst. Agt., E. Moline; J. C. Lang, Agt., Moline; S. B. Stoddard, Agt., Rock Island; L. V. Hinds, C. C., Rock Island; J. L. Price, Ticket Clerk and Operator, Rock Island; J. J. Flanagan, Gen'l Yard Master, Davenport; John L. Pierce, C. C., Yard Office, Davenport; A. Mallum, G.A. Traffic Dept., Davenport; J. H. Riddell, C.C. and Mabel Schaefer, Davenport; Geo. H. Hull, Agent, Davenport; R. E. Tathwell, C.C., Ann Griebel, Genevieve Britt, Agnes McGovern, Agnes Hull, John Linehan, Ray Schultz, Lloyd Allbright—all of the local freight office; C. B. Shull, Fred Dillig and R. C. Dillig of the freight house force; Harry Morris, Agent Western Weighing and Inspection Bureau, Davenport.



Minneapolis Shops Volunteer Fire Department.

Extracts From Address of President Byram, Before the Iowa Bankers Association Convention at Mason City, Iowa, Afternoon of June 17, 1924

"While there are many problems facing railroad executives," Mr. Byram said, "it cannot correctly be said that there is a transportation question before the public.

"Were the railroads unable to transport the products of any section or cause loss to shippers or consignees by failure to move traffic promptly and properly—then there could be said to be a transportation question and the roads would expect criticism.

"Last year's record-breaking tonnage, as everyone knows, was promptly and efficiently and satisfactorily handled. The movement of this heavy traffic immediately after the Miners' and Shopmen's strikes of 1922 was an important problem and the results proved that it was properly solved.

"Having no legitimate basis for criticism of the railroads, our opponents have been forced to disclose the fact that their real reason for attacking the carriers is not to bring about better or cheaper service, but to embarrass the carriers for political advantage.

"That this is true," continued President Byram, "is shown by further evidence. For instance: the assertion that the roads are protected by a 'Guaranty' of net income, when there has been no semblance of a guaranty since August 31, 1920.

"Also the statement that rail rates are kept at a high level because of 'watered stock' when the fact is that stocks and bonds are not included in the 'property value' on which rates are intended to bring a 'fair return'.

"Then there is the erroneous charge that the roads are over capitalized, whereas, after the expenditure of close to \$100,000,000 by the Government and railroads together, the Interstate Commerce Commission's findings indicate that the net capitalization of the carriers is over a billion dollars less than the property value.

"Other like unfounded accusations of group leaders show that facts do not serve their purpose."

Referring to the talk about freight rates, Mr. Byram stated that the railroads welcomed discussion of this subject. He pointed out that of the 17 carriers in the Northwest region classified as Class One railroads, only 3 earned in 1923 the 5 3/4% on property value designated as a "fair return". This is not a very effective argument in favor of rate reductions.

"As a matter of fact," said the speaker, "the average rate per ton mile last year in the Northwest was only 35% higher than in 1913—only a fraction over one cent for hauling a ton of freight one mile. For the country as a whole, last year's average freight rate was about 50% above 1913. This indicates that in this section of the country the public already has the advantage of much lower rates than the rest of the country.

"In view of the fact that a large majority of the carriers have earned much less than the 'fair return' contemplated and that some are actually operating at a deficit, it should be difficult to convince any reasonable person that freight rates have been too high. When it is understood that some of the railroad critics feel that railroads should not be operated for profit, but on some socialistic basis, the motive for the desperate efforts to make a case against the carriers becomes apparent.

"It is not to be expected that the public would benefit financially or as to service by taking the railroads out of the hands of men who have had many years of experience and training and placing them under political domination. As the Government pays no taxes on its own property it is a certainty that the public would lose the benefit of the Million Dollars A Day now paid by the railroads in taxes. In addition the public would have to pay the interest on billions of dollars' worth of tax-free Government bonds issued to take over the carriers. The combination of these items alone would offset any decrease in freight rates that might be made to carry out campaign promises.

"Therefore," said Mr. Byram, "the public would find itself worse off than before and subjected to the aggravation of political operation.

"While freight rates are higher than before the war, this is not a railroad question but a general question. With payrolls, and supplies, and taxes double the pre-war costs it cannot be expected that rates can be suddenly reduced to the pre-war basis. Hourly wages, constituting 90% of the payroll, are over 100% higher than 1913. Taxes, which amounted to less than \$400 per mile in 1913, now cost over \$800 a mile; and materials and supplies, as you know, are very much above 1913 levels. It is clear that higher rates than were in effect before the war are absolutely necessary now to meet the more than doubled cost of services and supplies and taxes.

"I do not suggest that wages of railroad employes are too high or should be reduced, but it is necessary to point out that if the public believes present wage levels are reasonable and should be maintained or increased, then it must follow that the public does not wish to have railroad revenues reduced which would affect the payrolls to a greater extent than any other item of expense.

"Unlike a house or other structure, a railroad is never completed. Facilities that today may be adequate for traffic requirements will be entirely insufficient a few years hence. Not alone must there be additions to rolling stock, but equally important trackage and terminal facilities must be provided, as well as heavier rails and fastenings, stronger bridges and other structures, etc. There is no end to this process and you can appreciate the fact that a dollar spent for maintenance and improvements now will go only about half as far as the dollar of ten years ago.

"When it comes to financing this improvement program," Mr. Byram pointed out, "the railroads are at a disadvantage because of the present low market value of their securities.

"The wonderful development of the American transportation system from a one-ton wood-burner hauling light carriages on strap iron rails less than a hundred years ago to the monster steam and electric locomotives moving thousands of tons of freight each on regular rapid schedules across the length and breadth of the continent, was made possible only by the availability of capital.

"Railroad executives expect that the next decade or two will bring further development tending to reduce the cost of transportation and experiments are constantly being made with devices calculated to save fuel, decrease waste of power, increase tractive efficiency, etc., etc., and to carry out this program to keep abreast of the country's development the carriers will need, as in the past, vast sums of money which must be borrowed from investors having confidence in the future of the carriers. Any demonstrations that threaten the roads and make their future uncertain cause investors to hesitate and retard railroad development.

"Some spokesmen who disclaim a desire to bring about Government ownership urge a change from present conditions to public ownership. This is mere quibbling," said Mr. Byram, "for public ownership of the railroads is and has been for many years an established fact. There are more than 770,000 holders of railroad stock and more than a million bond holders and millions of others interested in insurance companies, savings banks, educational institutions, and other concerns which are large investors in railroad securities. The finances of this large portion of the public are therefore directly affected by depreciation in the market value of railroad bonds and stocks.

"The present market value of railway securities offers as favorable an opportunity for the public to increase its holdings as it is likely to have. If the people do not take advantage of this opportunity to increase their financial interest in the carriers it is doubtless because the future of the railroads is made uncertain by the tactics of those who advocate a change in railroad administration and operation.

"In view of recent efficient operations and the records established under private operation before the war, it is apparent that the intent of some group leaders to take the railroads out of the hands of their present managers must be considered by the public not as a promise, but as a threat."



Roundhouse Force, Malden, Washington.

# Water Treating Plant at Bensenville, Ill.

C. H. Koyl, Engineer Water Service

Extracts From a Paper Written by Dr. Koyl for the Railway Review

For the benefit of our readers not familiar with exact locations in our Chicago Terminals, let me say that Bensenville is one of the freight terminals of Chicago, and is situated eighteen miles west of the city. At that place, the cars of incoming freight trains from all directions are switched out of such trains and into others for their various destinations. The Bensenville Yard handles from five to six thousand cars per day and requires the service of fifty switch engines, in addition to the nearly equal number of road engines which handle the trains coming and going. The water demand of the station is about one million gallons per day, which is supplied by five wells each of a depth of 2,240 feet.

A few years ago the mineral content of the water at Bensenville was 9 grains carbonate of calcium; 5 grains carbonate of magnesium; 3 grains carbonate of sodium and 20 grains sulphate of sodium. This water made a light scale which was continuously being loosened by the carbonate of soda in the water so that there was always fine loosened scale in the boilers of the locomotives, and continuous violent foaming. But during the past three years the sodium carbonate has disappeared from the water, its place now being taken by calcium sulphate; and the scale is now more persistent; there are more buckled side sheets and because we try to keep the scale soft with soda ash, there is much foaming. Therefore, last year we decided to treat the water before it goes into the boilers.

The art of water softening is now 83 years old, and its principles are well understood. Carbonate of lime dissolves in water only when the water contains also carbonic acid; when we extract the carbonic acid by the addition of fresh lime, for which it has a tremendous affinity, the carbonate of lime becomes insoluble and immediately commences to

fall out like a great snowstorm. Sulphate of lime is similarly precipitated by conversion into carbonate of lime through the addition of soda ash (sodium carbonate). Magnesium carbonate and sulphate are extracted by the same means but require more lime. These are the general principles, but several niceties of operation have been developed by the experience of years.

It was noticed a long time ago, when using "intermittent" plants, that if the sludge from one treatment was left in the tank and stirred up into the next batch of raw water with the lime and soda, there was a truly wonderful improvement in the clarity of the settled water. Without this old sludge stirred in, the settled water was always hazy from the presence of a cloud of particles too small to be seen individually or to settle in a reasonable time; but with the old sludge stirred in, these particles disappeared. The reason was soon found to be that these very small particles of precipitate are the result of the union of a few molecules of lime with a few molecules of carbonic acid found here and there in the water after the first rush is over (and perhaps 95 percent of the chemical work is done), and though the adhesive power of these newly-born particles is very great and they would adhere to any solid matter they could touch, preferably to particles of their own kind (for this is the force that builds up crystals), yet other particles of the precipitate are too few to be near them and they float around alone. But with a mass of old precipitate added to the new, and kept in suspension, the water is so thickly populated with particles of sludge that few of these newborn waifs are beyond adhesion distance, and they become parts of larger particles and settle out.

The "continuous" water treating plants of the Milwaukee railroad utilize this discovery to turn out settled water which needs no filtering. In the mixing tank, if raw water and chemicals were fed from the top, as in the old days, there would be in each cubic foot of water, just so many particles of precipitate as were produced by the water in that cubic; but when the mixing tank has both raw water and chemicals fed from the bottom upward, the tendency of the particles of precipitate to settle results in the accumulation of sludge in the mixing tank, until, within a few hours of first starting the plant, the water in the mixing tank becomes as fully charged with suspended sludge as it can be at its rising speed of about four inches per minute, and thereafter there is always flowing from the top of the mixing tank to the bottom of the settling tank a stream of large particles (but no small ones) which settle quickly and almost perfectly.

Secondly: Because ordinary hard water can easily be softened to three grains per gallon, we all used to stop at that point and turn out water containing only three grains of carbonate of calcium, using no overtreatment with lime or soda, and that is the point at which to stop for all except boiler water. But when we began working with waters of the west containing carbonate of soda in solution (alkali waters), it was discovered that these waters can be softened to one grain per gallon as easily as ordinary hard water to three grains. When softened water is used in boilers, this last three grains (or one grain, as the case may be) comes out in the boiler as soft sludge; and since an ordinary locomotive will commence to foam when about six pounds of sludge or fine scale has accumulated in the bottom, and must be blown down an inch or so, it is evident that softened water containing only one grain of residual lime stone will require only one third as much blowing down as water containing three grains. Any hard water can be softened to one grain per gallon by a slight over-treatment with lime and soda, and while this water should not be used for drinking, it is the best water for boilers, and the Bensenville plant is so operated.

Thirdly: In the early days there was continuous complaint to the effect that softened water kept precipitating after it left the settling tank, and that this precipitate clogged water pipes, and the injectors, branch-pipes and check valves of locomotives. It was all too true, and in cold weather it was a serious matter for locomotives. I have seen a locomotive injector clog so badly in eight hours that the engines had to be killed on the road. But we cured all that in 1916, and since then no injector has been clogged by properly treated water. The change in the finished water is effected by adding to the raw water two grains of ferrous sulphate per gallon, this being done after the treatment with lime and soda but before the water leaves the mixing tank.



Malden Locomotive Department Won Second Prize for "Greatest Improvements Made, Best Operation and the Cleanest Facilities".

## The New Chivalry

John S. Andrews

In days of yore when knights for ladies fair  
Fought in the lists with spirit bold,  
Men made a willing sacrifice, without a care  
If only they could honor's cause uphold.  
Great champions they, chivalrous, brave and strong,  
Their blood they freely gave to win the love  
Of women beautiful, and overthrow the wrong,  
Their lives they gladly gave their love to prove.

For love they fought, but we for Justice, Right.  
The world cries out for champions still,  
Men of courage, not afraid to fight,  
Not cowards, but men of indomitable will—  
Men who dare thrust aside traditions old, outgrown,  
Step out upon a higher, grander plane,  
Shun the praise of men, and dare to stand alone,  
Meet opposition with a smile, nor fear to bear the blame.

The world in sad confusion lies,  
Weary and tired of bloody war and strife:  
Her sons have made a fearful sacrifice,  
For Freedom's cause they gladly gave their lives.  
And to what purpose all this grief and loss,  
If we retain our ancient grudge and hate—  
The nations destined like a ship on billows tossed,  
Drift hopelessly about and meet a cruel fate.

For centuries the nations have together vied,  
With lust for power and greed of gold,  
The weak oppressed, abused and crucified,  
Like slaves beneath the lash, at auction sold.  
The world's great tragedy before our eyes unfolds,  
History's pages black and stained with deeds of shame—  
Kaiser, Sultan, Czar, with guilty souls,  
Condemned by God and man for victims slain.

The world at last decrees that autocrats shall never more  
Oppress and crush the weak, and cruel war declare:  
Humanity relieved of burdens that too long it bore—  
The nations now must arbitrate—this be our universal prayer:

*God speed the day when men as brothers live,  
No hatred in their hearts, but Love supreme,  
Free from selfishness and greed, glad service give,  
When Peace, Good Will, shall be their theme.*

### What is the Answer to the Railroad Problem?

Samuel O. Dunn, Editor of the Railway Age  
Reprinted From "Railway Clerk"

The editor of the Railway Clerk has asked me to contribute to a discussion in the columns of this paper on the question, "What Is the Answer to the Railroad Problem?"

Those who will be affected by the settlement of this question are roughly divisible into three classes; first, owners of railway securities; second, railway employees, and third, the public.

In the long run, the problem must be settled by private ownership and management of the railways, subject to fair and constructive government regulation, or by the adoption of government ownership. It is practically certain that if government ownership should be adopted, the railways would be managed by government officials for it is wholly improbable that if the people should acquire the railways, they would allow them to be managed by anybody except government officials representing the people.

It is my opinion that all classes—security owners, employees, and the public—are now deriving, and would in future derive, more benefits from private management and government regulation than they would from government ownership and management. Before government operation was adopted during the war most railway employees, and even most railway labor leaders, would have agreed with this statement. Many, if not most of them, will now disagree with it. Many railway employees now favor government ownership. They believe they would do better under government ownership than under private ownership.

I respect their opinion, but believe they are wrong. They have formed this opinion largely because of the increases in wages and reductions in hours of work that they secured in the two years of government operation. But conditions and developments then were abnormal. Prices of commodities, the cost of living and wages in all lines of industry were increasing then as they had never increased before. Why should

railway employees give government operation so much credit for the increases in their wages during the war when the wages of employees of other concerns that were not being managed by the government also were largely increased?

Prices and the cost of living continued to increase for a time after the railways were returned to private operation, and in consequence, in 1920, after the railways had been returned to private operation, their employees were awarded by the Railroad Labor Board the largest single advance in wages that they ever received. If the advances in wages made under government control are an argument from the employees' standpoint for government ownership, then the large advance made in 1920 under private operation is equally an argument from the standpoint of the employees for private ownership.

### Private Management Superior to Government Management

The principal reason why private management is better for all classes, including employees, than government management would be is, that private management is more efficient. By this is meant simply that experience on our own railways and railways throughout the world shows that under similar conditions railways that are privately managed handle more traffic with each locomotive and car used, each ton of coal consumed, each man employed than railways that are government managed. The result is, that under similar conditions they can and do pay higher wages per employe, while at the same time charging lower freight rates to the public. Stating the facts the other way around they are, that railways managed by governments usually are less efficiently managed than railways managed by private companies, and in consequence, pay lower average wages to their employees, charge higher freight rates to the public and, at the same time, fail to earn a return upon the investment in the properties, thus incurring deficits that the public must pay in taxes.

The arguments usually made in this country in favor of government ownership consist principally of criticisms of private ownership and management. But no case whatever is made against private management merely by criticising it, even though all the criticisms are true. The question is not whether private management has faults or shortcomings. Every sane man must admit that it has; but every sane man must also admit that government management also has faults and shortcomings. The question to be decided is which policy has the more faults and which has the more good qualities. We already have private ownership. Those who advocate government management are advocating a revolutionary change. They do not make a case for government management unless they produce convincing evidence not merely that private management has faults, but that government management would be better for most or all the persons concerned. Railway employees and other persons should be careful not to be influenced by men who criticize private management at length and then merely offer government management as a substitute without giving detailed evidence to prove that government management would be better.

Let us now see whether the state-

ments I have made above regarding the actual results of private management and government management are correct. And first, let us see how railway employees really have fared under private management in the United States. Before the Great War the railways of this country paid higher wages than were paid by any system of government managed railways in the world. The average wage of the employees of our railways in 1913, the year before the war began, was \$757. Most of the railways of Germany, Switzerland, and Italy were owned by the governments. The average wages in these countries were as follows: Germany, \$409; Italy, \$377; Switzerland, \$365.

It may be said it is unfair to compare wages in this country with wages in Europe because the cost of living there is (or was) much lower. Let us then make comparisons with wages of government railways in new countries where the cost of living was comparable with that in the United States. The average railway wage in New South Wales (Australia) was \$619; in Victoria (Australia) \$623; in New Zealand, \$632; and in Canada, where one large railway was owned by the government, \$648.

These facts show beyond dispute that government ownership in other countries did not result in employees getting anywhere near as high wages as they got in the United States under private ownership. It may be said, however, that railway employees in this country were entitled to higher wages and did not get them because the railways were privately owned and managers kept down the wages in order to increase the profits of the stockholders—that employees did not get the advances in wages they were entitled to until government control was adopted. What are the facts about this?

#### **Wages Higher Under Private Management**

In 1903, the average wage per railway employee in the United States was \$477, and in 1913, it was \$757. Therefore, in this ten years it increased 31 per cent. Capital is as necessary in the railroad business as labor. Capital must be invested to provide the railway plant and equipment. In 1903 the railway companies paid \$33 in interest and dividends on every \$1,000 their books showed had been invested in their properties. In 1913 they paid \$42 in interest and dividends on every \$1,000 that was invested in their properties. This was an increase during the ten years of 27 per cent. Therefore, the average wage of the employee increased more in proportion before the Great War than the average return received by the investor of capital.

Now, let us see what actually happened under government control. The average compensation of each employee in 1917, the last year before government control was adopted, was \$1,004. It will be seen it had substantially increased since 1913. In 1918, the first year of government operation it was \$1,419, and in 1919, still under government operation, it was \$1,486. Did the increase stop in 1920, after the railways were returned to private operation? On the contrary, in that year the average wage was \$1,820. Then there came a severe business depression and wages of all kinds were reduced. But the average wage of railway employees has continued in every year since to be higher than it was in either 1918 or 1919 under

government control. In 1923, it was \$1,619, or \$200 more than in 1918 and \$133 more than in 1919.

In other words, before government control, the average earnings of railway employees in the United States were higher than on any system of government railways in the world, and in every year since government operation in this country was terminated, they have been higher than they were in either year of government control. Furthermore, while railway employees worked an average of 10½ hours a day in 1913 and as late as 1916, and an average of 9 hours in 1919, they worked an average of less than 8½ hours in 1923.

How has the capital invested in railroads fared meantime? The interest and dividends paid on each \$1,000 invested in railway property amounted in 1923 to \$35.58. This was 15 per cent less than in 1913. In other words, while the average daily hours of work declined from 10½ to 8½ hours and the average annual wage per employee increased from \$757 in 1913 to \$1,619 in 1923, or 113 per cent, the average return paid upon each \$1,000 capital invested in the railways declined 15 per cent.

The same facts may be stated in another way. In 1913 the total wages paid to employees out of railway earnings were \$1,374,000,000 and in 1923 they were \$3,043,000,000. The increase in wages was \$1,669,000,000 or more than 120 per cent. Between the same years the total interest and dividends paid out of railway earnings to the owners of railway securities increased from \$733,000,000 to \$801,000,000. This was but \$68,000,000, or only 9 per cent. The total increase in the wages of employees in this ten years was twenty-five times as great as the total increase in the interest and dividends paid to the capital invested in railways.

#### **Wages Increase, Dividends Decrease**

These statistics regarding the increase in the part of the earnings of the railways paid to the persons who have invested capital in them, and the increase in the part paid to their employees in wages, have been given because it is argued by some persons that the returns paid to capital under private management are excessive and render it impossible to pay employees the wages they should receive. When it can be shown, as these figures do show, that within the last ten years there has been an increase of \$25 in the wages paid to the employees for every \$1 of increase in the return paid to the capital invested in railways, it becomes obvious that the return paid to capital has very little or no direct effect upon the wages paid to labor.

#### **Freight Rates Lowest in World**

How did the public that pays freight rates fare meantime? While railway wages in this country before the war were the highest in the world railway rates were the lowest in the world. Between 1903 and 1913, when the average wage of labor increased 31 per cent, and when the prices of most commodities increased, the average rate charged by the railways for hauling each ton of freight one mile actually declined from 7.63 to 7.29 mills. Between 1913 and 1923, when the average annual wage of employees increased 113 per cent, the average rate charged by the railways for hauling each ton of freight one mile increased from 7.29 mills to 11.16 mills, or 53 per cent.

In other words, the increase in the average freight rate charged the public was only one-half as great in proportion as the increase in the average wage paid to the employees. Furthermore, the increases in the prices the railways had to pay for equipment, materials, and supplies, and fuels, and also in their taxes, were relatively as great as the increase in wages.

These facts raise a question of the greatest interest and importance. How was it possible for the railways to pay wages and other operating costs, which during these ten years increased an average of about 115 per cent, and to receive in payment for the service rendered by them rates that were increased less than one-half as much in proportion, and at the same time avoid universal bankruptcy? How did they succeed not only in escaping universal bankruptcy, but in earning enough net return in 1923 to pay even as much as \$35.58 of interest and dividends upon each \$1,000 invested in their property?

#### **Increased Plant Efficiency**

The answer to this question is the most important and significant fact regarding railway management in the United States. The railways have been able, year after year and decade after decade, to increase the wages paid to the employees while actually reducing rates, or to increase wages far more than they have increased rates, because of the efficiency of their management under private ownership. The proof of the efficiency of the management is found in the fact that they have constantly increased the amount of freight moved with each locomotive, each car, each ton of coal and per man employed. If they had not done this their total operating expenses would have increased as much in proportion as the prices, wages, and taxes they have had to pay, and in consequence their rates would have had to be increased as much in proportion as wages, prices of materials and fuel, taxes, and other operating costs.

The management of our railways has shown their efficiency in two ways, first, by so investing capital in the railways as to provide improved facilities and larger and better locomotives and cars with which to handle business; secondly, by constantly adopting improved methods of operation. The average number of tons of freight hauled one mile daily by them with each freight car in 1903 was 287 tons; in 1913 it was 359 tons, and in 1923 it was 466 tons. In 1903 they hauled an average of 10,800 tons one mile and 1306 passengers one mile daily with each locomotive. In 1913, they hauled an average of 13,000 tons and 1,495 passengers one mile daily with each locomotive. In 1923 they hauled an average of 17,500 tons and 1610 passengers one mile daily with each locomotive.

These increases in the amount of service rendered daily with each locomotive and car were due to improvements in roadway and terminals, to the increased pulling power of the locomotives, and the increased capacity of the ample, in 1913 the investment of capital freight cars, and to better operating methods; and in consequence of them it was not necessary to increase the number of men employed in proportion to the increase in the amount of business handled. But a large investment in capital had to be made in the railways to pro-

vide these improved facilities. For example, represented by the railways was \$9,600 for every man employed. In 1923, it was \$12,000. Thus to increase the amount of traffic that could be handled per employee there was added in these ten years a new investment of about \$2,400 for each man employed. What was the result? As already shown the average employee worked 10½ hours a day in 1913, and less than 8½ hours a day in 1923. In spite of this reduction in the working hours of employees, the number of tons or freight moved one mile per employee increased from 166,000 in the year 1913, to 220,000 in 1923. The increase in tons hauled one mile per employee between 1903 and 1923 was from 132,000 to 220,000, or 68 per cent. Meantime, the number of passengers carried one mile per each man employed increased from less than 16,000 in 1903 to more than 20,000 in 1923.

It was the efficient investment of capital and improvement of operation that made it possible for a largely increased business to be handled without a corresponding increase in the number of men employed; and it was this in turn which made it possible largely to increase the average annual wage paid to each employee without advancing the rates charged the public as much in proportion as the wages were advanced. In other words, efficiency of management resulted in both higher wages to the employees than otherwise could have been paid and in lower rates to the public than otherwise could have been charged.

#### High Wages and Low Rates Dependent on Efficient Management

Now, what has all of this to do with the question of private management or government management? Simply this. It indicates that the more efficient the management of the railways is, the higher are the wages that the employees may reasonably expect to receive, and the lower are the rates that the public may reasonably expect to have to pay. But the efficiency of management under government ownership almost certainly would be less than it is under private ownership. Therefore, government ownership would tend both to keep down the wages the employees would receive and to increase the rates the public would have to pay.

#### Government vs. Private Management

Why do I say that the efficiency of management probably would be less under government ownership than under private ownership? For two reasons. First as already stated, past experience both in this and other countries shows that government management of railways actually has been less efficient than private management. Secondly, the political and other conditions in the United States are such that in future they would almost certainly cause government management here to be less efficient than private management.

Who are the officers of the railways of this country under private management? Practically all of them are men who started in railway services as employees, and who were promoted to officers because they proved as employees that they had an unusual amount of ability. The higher officers have been promoted to their present positions because as subordinate officers they continued to show unusual ability. They have been made officers because of their

ability, training, and experience as railway men.

#### Politicians Would Take Place of Technicians

Who would be the officers of the railways under government ownership? The officers of the railways would then be government officers just as are those of the Post-Office Department. Are officers of the government, and especially of the Post-Office Department,—are postmasters, for example—men who started in the ranks of the employees and have been advanced to higher positions because of the ability they showed first as employees, and then as subordinate officials? Every railway employee knows that this is not the case. Practically all of the men holding government offices of any kind, whether in the Post-Office Department or any other department, were selected from other lines of professional and business work and appointed for political reasons. Does any railway employee believe that trainmasters, division engineers, division superintendents, and general managers who were appointed without training and experience as railway men, and for political reasons, would perform their duties more honestly and efficiently than railway employees who were appointed because of the ability they had shown and their experience as railway men? It is hard to believe that any railway employee thinks this.

Well, then, does any railway employee believe that improvements in the railways would be made more wisely, and that they would be operated more efficiently, by officers who were appointed for political reasons, and who were inexperienced in railway matters, than they are by their present officers? It seems absurd to ask the question. Every intelligent railway employee knows that the efficiency of the management and operation of the railways would decline.

But, as facts already given prove, the ability of the railways gradually but steadily to increase the average wage per employee, without at the same time making such huge advances in freight and passenger rates that shippers and travelers will rebel, depend upon them being ably managed so that the efficiency of operation will constantly increase. It would seem, therefore, the conclusion is inevitable, that the adoption of government ownership would make railway wages lower than they would be under private ownership.

Some railway employees may answer, that, in spite of this reasoning, government employees in this country actually do receive higher wages than railway employees. But this is simply not true. A study of the wages of all government employees in the United States recently made by the National Industrial Conference Board showed that their average wage was \$1,296. This was \$323 a year, or 20 per cent, less than the average wage of \$1,619 which railway employees received in 1923.

Railway employees should in their own selfish interest oppose government ownership of railways. But if private ownership is to be maintained the railways must be fairly regulated. This means they must be so regulated that not only shall the men employed by the railways receive reasonable wages, but also that the capital invested in railways shall receive a reasonable return. If the capital invested in railways is not

allowed to receive a reasonable return in interest and dividends, then more capital will not be invested in the railways, and it will become impossible to continue to make such improvements in their plants, equipment, and operating methods as rendered it possible for the railways in 1923 to pay an average wage 113 per cent greater than in 1913, while charging an average freight rate only 53 per cent higher.

#### Wages and Dividends

What is a fair return for railway capital? The Interstate Commerce Commission has made a valuation of the railways and has said that it would be fair for them to earn 5¼ per cent upon it. The Interstate Commerce Commission is a government body of eleven members appointed by the President of the United States and confirmed by the Senate. One of these members is a former railway officer, another is a former railway employee, and most of the rest were formerly members of state railroad commissions. There is not, and never has been, the slightest reason for believing that the Commission is unduly friendly in its attitude toward the railway companies.

While the Transportation Act says that the railways shall be allowed to earn a fair return upon their valuation, it also says that the employees shall be paid just and reasonable wages. There is no good reason whatever why allowing the railways to earn a fair return should prevent the employees from receiving just and reasonable wages; nor is there any reason why the payment of just and reasonable wages to employees should prevent the railway companies from being allowed to receive a fair return.

#### Intelligent Regulation Needed

Under private management, subject to an intelligent and fair policy of regulation, the railway employees can be paid fair and reasonable wages, the railway companies can be allowed to receive a fair return and at the same time the shipping and traveling public can be given fair and reasonable freight and passenger rates. On the other hand, government management would inevitably so reduce the efficiency of management that either wages would be too low or rates would be too high, or—as actually happened under war-time government control in this country—the railways would incur a huge deficit which the taxpayers would have to pay.

#### Laugh

Build for yourself a strong box  
Fashion each part with care,  
Fit it with hasp and padlock,  
Put all your troubles there.  
Hide therein all your failures  
And each bitter cup you quaff,  
Lock all your heartaches within it,  
Then sit on the lid and Laugh.  
Tell no one of its contents,  
Never its secrets share;  
Drop in your cares and worries,  
Keep them forever there;  
Hide them from sight so completely  
The world will never dream half,  
Fasten the top down securely,  
Then sit on the lid and Laugh.

Wife:—"I can't find my last year's bathing suit."

Husband:—"Probably a moth ate it."

## Wrecking

(Being No. 10 and final Article of a series dealing with work of Car Department).

C. G. Juneau

A number of very busy business men were camped together at a seaside resort adjacent to the town of their abode. They would get up early and bathe before proceeding to business, and one morning in the open surf a member of the party was carried out with the tide and drowned. Lots were drawn to see who would break the news to the deceased wife, and after much effort on the part of the one chosen the following letter was prepared:—

Dear Mrs. Jones:—

I very much regret to inform you that your husband's bathing suit was washed away in the surf this morning.

Yours very truly,

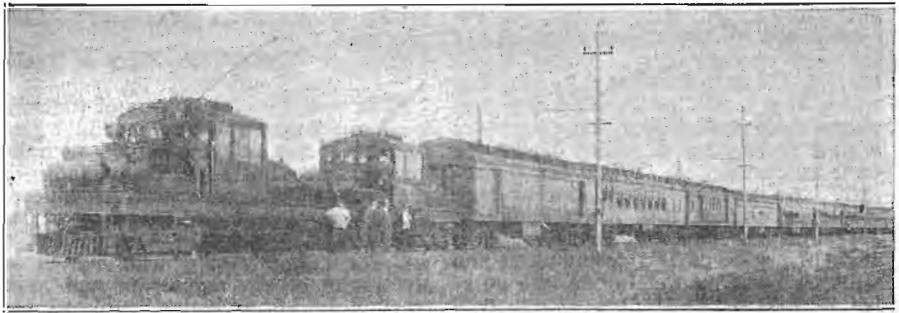
G. W. Noble.

P.S.—Poor Jones was in the bathing suit.

That's just the way with wrecks:—It isn't so much the cars that go 'round curves where there are no tracks—it's the contents that go with them. Maybe the contents of a car is valuable merchandise, or even human freight beyond price. Railroads are charged with a tremendous responsibility in handling the various freight and passenger traffic entrusted to it from every corner of the United States, to be hauled over hills and dales, mountains, rivers, plains and even across lakes—in summer and winter, in all sorts and conditions of weather, from blazing heat to sub-zero cold—through burning plains and forests to ice-locked and snow-swept regions, by night and by day—year in, year out, continually, constantly, with hardly an interruption—this great movement goes on. It is little wonder, therefore, that despite the best laid plans and greatest care of man, he sometimes loses in his fight with the elements, and wrecks occur.

Apart from the energy and organizing displayed by our road in the actual handling of wrecks, much attention is devoted to their prevention, the success of which can perhaps be judged from the fact that we have transported hundreds of thousands of passengers to destination during the past few years without the loss of a single life. The principal means of preventing wrecks that can be utilized by the Mechanical Department is in Construction and Inspection. Construction is not merely a matter of working out tensile strengths, etc. and then building a vehicle more than strong enough to withstand every strain that will be imposed upon it; there is a delicacy in connection with sidebearings, springs, equalizers, center-bearings and numerous other parts that is almost bewildering when first studied, and a miscalculation in connection with any one of them might send a car or train careering down a mountain side, resulting in death and destruction. Inspection has been raised to a high degree of efficiency by a constant educational campaign, described in a previous article, and although we occasionally have a human failure practically all of our wrecks which involve loss of freight and equipment result from factors beyond our control.

To cope with wrecks we have established at convenient points distributed over the system, what are known as 'wreckers'. The outfit consists of the usual 'hook' or crane, together with a number of cars containing all the de-



### The Milwaukee Association of Commerce Special Train From Milwaukee To Waterloo

On May 20th a special train consisting of three baggage cars, two diners, five sleepers, one observation car,—all Milwaukee equipment left Milwaukee for Waterloo, Iowa, its route being via C. M. & St. P. to Cedar Rapids and the Waterloo, Cedar Falls & Northern from Cedar Rapids to Waterloo. The train was occupied by one hundred and fifty representatives of the manufacturing, jobbing and other business interests of Milwaukee.

The above picture shows the train ready to move over the W. C. F. & N. Ry. pulled by "double header" electric motive power, this railroad being one of the real "short line" electrifications of this country. It does a large interchange business with the C. M. & St. P. at Cedar Rapids, Iowa and both carload and L.C.L. business to and from

during the past few years we have been tailed items for picking up a wreck—chains, cables, slings, chokers, oak blocking, wooden wedges, 50-ton jacks, guy anchors, wrecking frogs, chisels, hammers, wrenches, set of track tools, shovels, and bags into which to transfer grain. The complete set of tools is decided upon according to location of the wrecker, and is in its entirety a long list. Other cars carry rails, ties, wrecking trucks, and in all 4, 5 or 6 cars usually go to make up the 'wrecker'. The outfit is stored at a point where it is not obstructed by other cars, so it can get away quickly when called. The men required to handle the wrecker are usually employed on repair tracks in such a way that they will be always available at very short notice. They are required to live close to their work at home station, and can generally be called by telephone in a few minutes. Thirty minutes is the maximum time allowed for a wrecker to get away when called, but normally it starts in well under this time. On Lines West, where towns are few and far between, long distances have to be traversed by the wrecker, and sometimes days lapse before the crews return, so outfits are supplied with a dining car and sleeper. Wrecking outfits are to a railroad what fire-brigades are to a city. The former, like the latter, must be kept in absolutely A-1 condition, always and instantly ready for use—boiler full of water—firebox full of coal, etc.

When called out and the outfit nears the scene of derailment or wreck, the foreman ascertains the nearest siding, the locomotive is cut off and coupled on the rear, enabling it to push the wrecker to the closest point to the wreck it can

Waterloo, Cedar Falls, Waverly, La Porte City and Center Point.

This electric line is in every way "ship-shape"; it is laid with eighty-five pound steel and its bridges are of the heaviest construction,—one nine-span concrete arch crossing the Cedar River south of LaPorte City; and one six-span concrete arch crossing the same river at Elk Run.

The transmission line carries 44,000 volts, the trolley wire carries 1,300 volts. Electric freight locomotives pull 1500 tons in a train.

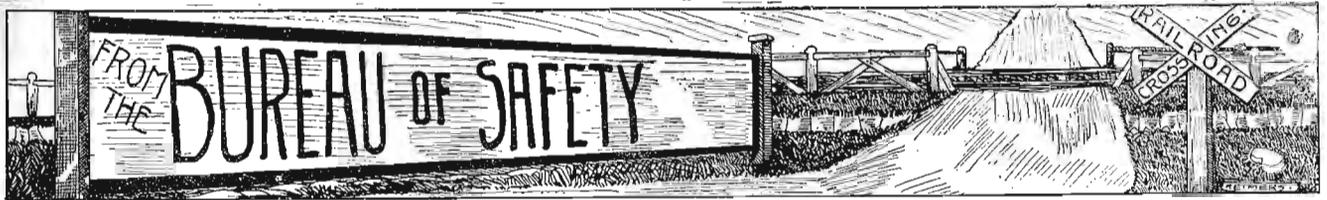
The Milwaukee operates through merchandise cars daily from Galewood over the W. C. F. & N. to Waterloo and the freight solicitation for the Milwaukee is handled by Division Freight Agent Hilliker at Des Moines.

The Waterloo, Cedar Falls & Northern has been sometimes termed, "the steam railroad with a trolley wire over it".

reach with safety. While this is being done the foreman looks the situation over, so that by the time the wrecker is in position he can give instructions as to what tools to unload, and the work of picking up commences without delay. Tools are so placed in cars that any particular one can be obtained without the necessity of unloading a lot of others.

The work of picking up a wreck is sometimes a delicate operation, attended with a certain amount of danger. Imagine being set the task of picking up a car 190 feet below and 50 feet away from the track! Or picking up the Piedmont wreck, where 45 cars were piled up in a distance of less than 45 yards! The country we are compelled to negotiate in crossing the five ranges of mountains between Chicago and the Pacific Coast is such as to make the picking up of equipment that leaves the track a very precarious undertaking. It was my hope that Mr. F. D. Campbell, Assistant Master Car Builder, stationed at Tacoma, who has very vivid recollections of the construction of the road through the mountains, and who has handled many historic and picturesque wrecks in those regions, would write the story of their handling for inclusion in this article, but circumstances have prevented his doing so. Possibly at some later date Mr. Campbell will contribute a separate article covering Mountain Wrecks.

Taking all things into consideration, The Water Treating Plant at Bensena fortunate road in respect to wrecks, although we have not reached the fine point of elimination aimed at. As stated at the outset, however, wrecks are something we cannot govern entirely. Nevertheless, outfits, the men handling them,



### "Safety First"

To this Officers and Fellow-employees of the H. & D. Division:

So much has been said about Safety First that I hardly know what to take for my subject. Engineers have been instructed to sound their whistles long and loud at the approach of highway crossings; shopmen have had instructions to report any and all unsafe practices; carmen have been instructed to observe Rule 26, which is the Blue Flag Rule, and, I might say the only protection a carman or inspector has in train yards.

Therefore, it behooves each and every one of us to observe this rule, as a switchman or Yardmaster may say, Oh well, we will just kick in one car and ride it down, which may be intended all right but someone may have forgotten the Blue Flag was on the car behind and some serious accident may result. Carmen and Inspectors in train yard must not crawl under any cars in train without first knowing a Blue Flag or Blue Lantern is properly placed on end of cars in plain view. It is, at that, better to climb over if it is necessary to go on the other side of the cars.

All shopmen and section men should report tools that are not safe to work with; such as cracked sledge or mail handles; ragged or toad-stooled chisels, as they are a very dangerous tool to work with, especially, to the eyes.

Would it not be a blessing to us all if every man on our railroad would make up his mind that SAFETY FIRST is meant for him and that he would resolve never to take any more chances, and what he did, would be in a safe way.

I sometimes think, when I see a man going about his work, that his mind is not where it should be and sooner or later he is going to be injured in some way.

This is something all Foremen have got to do, i.e., educate the men under them to do their work in a safe way and until then we are going to have accidents, which are going to cause a lot of worry, not only to the man who was injured but his family and also his foreman, who will have to explain to his superiors why he did not correct or instruct him to do his work in a safe way and sometimes this is very embarrassing. Therefore, I again say, it behooves every officer on the Railroad to give his increased attention to safety work among the employees.

The Safety Officer should be given more support by the executives. There is needed a great revival of the Safety First movement, and it should not be delayed.

I note at our last Safety First meeting, our chairman read some papers about the increase of accidents over the month previous. This is not a good showing of the spirit of SAFETY FIRST, but a showing that we are getting lax in our daily toils.

I remember not very long ago, the H. & D. Division operated 30 days with-

out an accident. Somebody will say, how was it done and who did it? In my opinion, the credit could go to no one man, although a good leadership means a while lot. But these conditions were brought about, first; by a plan for Safety which, after much has been said, is nothing other than the simplest way of doing the job, and second; supervision to see that this plan is carried out, supervision with a two story S or Safety Supervisor, not spasmodic drives or meaningless preaching, but intensive, constant, persistent and consistent vigilance, with a determination to know that the plan was being adhered to. Therefore, what is wanted is the hearty co-operation of every supervisor and every employee and I am positive, if this can be accomplished, we can eliminate accidents on the H. & D. Division or reduce them to a minimum. And I would ask you all to give this your most serious thought and attention and I am positive good results will follow. In this way, we can satisfy our own mind and also the executives of this Railroad that we are 100% SAFETY FIRST employees.

I thank you.

J. F. Kasak,  
Car Foreman.

### Safety Regulations at Railroad Grade Crossings

I consider it quite an honor to have been asked to contribute an article for safety and may I not begin with a brief survey of the broad general accident problem calling attention to the fact that 76,000 persons are killed in the United States and more than 2,000,000 injured each year, as the result of accidents; and 25 percent of these victims are children under 15 years of age. The total number of soldiers, sailors, and marines from this country killed in the 19 months of the Great War, was about 57,000 and of wounded 126,000 but in a period of 19 months following the war, there was twice 57,000 killed in this country in connection with the peaceful pursuits of our daily toil.

Highway grade crossings in the United States now number 256,362 and by the end of this year the number of licensed automobiles will be about 15 millions, indicating so far as can be judged by past records, that 2,500 persons will be killed at crossings this year; and 6,500 will be injured; and probably 10,000 persons will be killed in automobile accidents at other places than crossings. In 1898 the number of persons killed at Grade Crossings in the United States was 675, but although men were careless then the same as now, the judgment of the horse prevailed.

In discussing the question, what is the remedy for the automobile danger, I wish to lay special stress on the joint responsibility of the railroads, the state and municipal governments, and the owner of automobiles.

A large amount of accidents can be charged to intoxications of drivers, which indicates a serious lack in our

laws. A cure for this feature is stricter examinations for license. I assume that judgment by past observations, about 25 per cent of drivers passing over a given crossing will fail to use reasonable care, and 5 per cent are to be classed as extremely reckless. This last percentage indicates that there are now 750,000 reckless drivers in the country, all of whom are potential train wreckers. I think that the laws requiring motors to stop at crossings have effected a marked reduction in the number of casualties, and I think it will be well to give consideration to the proposition to require all automobiles everywhere, to stop before attempting to pass over an unprotected crossing. Summing up, allow me to call upon public officers in control of highways to co-operate with the railroads in standardizing protection at crossings; to actively support proper legislation; to exclude unfit persons from driving automobiles and to make a comprehensive study of the entire problem from an unprejudiced standpoint. Now then if the sending of this article will be the means of preventing at least one accident I shall feel abundantly rewarded.

Art S. Wright, Engineer,  
C. M. & St. P. Ry.,  
Janesville, Wis.

### The Water Treating Plant at Bensenville

(Continued from page 12)

The drawings herewith show the Bensenville plant in plan and vertical sections. Well water is drawn from a ground reservoir by centrifugal pump and delivered to the bottom of the mixing tank whence it rises, and flows by gravity to the bottom of the settling tanks. The stirring paddles of the mixing tank are operated at a speed of 8 R.P.M. so as not to break up the precipitate. The turning of the horizontal operating shaft is by a small electric motor. The settled water flowing to the perforated pipes at top of the settling tank reaches the other centrifugal pump by gravity and is sent to the elevated storage tank for distribution to roundhouse and water columns.

The raw water and chemicals are slowly mixed for one hour; and the available space in the other tanks allows about four hours for settling. There are no filters. The plant is housed and heated. The storage room has a capacity of four cars or chemicals and adjoins a spur track.

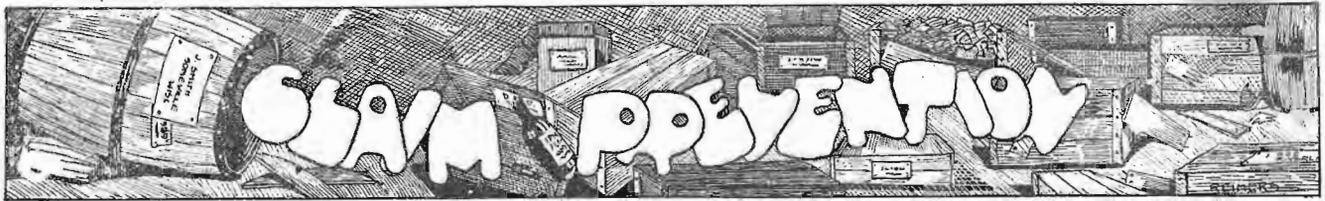
The plant was designed by the writer under the general direction of Mr. C. F. Loweth, Chief Engineer.

### The Typesetter

What a difference the change of a letter makes, remarks the Boston Transcript. The most humorous misprint we can remember is this one, which went the rounds several years ago.

"The doctor felt the patient's pulse and decided that there was no hope."

—The Mutual Magazine.



### Packing and Marking

Probably one of the worst features of neglect that can be observed daily, is the failure of shippers to legibly and durably mark and efface old consignment marks on L. C. L. shipments. It is not an unusual thing to find three different marks on one package and the probability is that the shipment will not get to the proper destination. "If freight is worth while shipping and paying freight charges on, then we contend it is worth while to so mark it," that if it becomes astray from its waybill it will reach its correct destination.

The increasing cost of wooden boxes has popularized the fibre box and today, although built and sold as one time containers, they are being used over and over again, frequently with flaps not glued or sealed and tied with rope or cord. They are usually read to fall apart before they start on their journey to the graveyard, their usual destination. One of the principal selling points of the fibre box is that when it is properly glued or sealed, it is readily detectable if it has been pilfered, but when not glued or sealed and tied with rope it affords the best invitation to the forces of the shippers or carriers for theft.

There is no authority published which authorizes carriers to reject a fibre box simply because it is second-hand, but we have ample authority to reject it if it is not in perfect condition or if tied with rope or cord, not glued or sealed, and offered as a substitute for a box. So often in the hustle and bustle of an ordinary shipping department, the flaps are hastily thrown together without regard to what condition they are in and unless the flaps are brought together or overlap it is an inherently weak box and the chances against its safe transportation to destination are many.

### Look—For Marks

The stock or shipment number should be placed on the box as well as the weight. It is important that in marking, the name of consignee, should be shown complete, as well as the correct address of the shipper. We are required to sell hundreds of shipments every year, simply because some one failed to properly address the shipment or show name and address of consignor, which is an added expense to our claims.

Every receiving clerk should be familiar with the Classification to know whether or not a shipment crated will stand ordinary handling enroute, as "Sufficient and Proper Crating is a Science." If not properly crated, claim will surely result, making a dissatisfied customer and a complaining shipper.

### Give Shipments of Household Goods Special Attention

The ordinary shipper of less than carload household goods has not the least idea how to crate his goods, or the damage resultant from improper crating, and it is therefore essential that particular attention is given to shipments of household goods to see that they are properly marked, packed and crated. Also properly numbered and each article or package weighed, package numbers and separate weights to be shown on both bill of lading and waybill.

### Get the Seal Record—Then Preserve It

We have received our freight in good substantial containers, loaded in correct car, properly stowed and braced—our next duty is to seal the car.

Extra care must be employed to see that the hasps are in good order and seals applied so that it will be necessary to break the same in order to open car. Some of the employees do not realize the vast importance connected with the sealing of cars, and the proper record kept of the same. Without the record we cannot prove freedom from negligence and must pay the claims or assist our connections in paying them.

When seals are applied they should be placed through the slots in end of pins, also be placed through the slot in the hasp which will afford the proper protection, making it necessary to break seal before car door can be opened. They should not be placed up side down or twisted around the fastenings, but should be placed with numbers on the outside so that they can be easily deciphered. After seals have been applied they should be tested by drawing back after locking, to make sure they have locked properly. Seals must be applied as soon as the car is loaded and the proper record taken

of the same, and as soon as car is opened seals should be removed.

When seals are not in use, the same should be kept under lock and key, and only authorized persons permitted to handle them. Each seal must be accounted for and proper record of seal applied, defective or destroyed. The efficiency of a self-locking seal depends entirely upon the keeping of seals out of the hands of unauthorized persons.

Particular care should be exercised in taking record of seals that are applied to end doors of cars, as it is just as important to keep record of seals on end doors as it is to keep record of side door seals. When it is necessary to cleat end doors, cleat should be applied from the inside of car, which will be considered the same as sealed, and above all, record should be taken, showing that door is cleated on the inside so our records will be complete in the event claim is presented.

It is a fine thing to keep our freight under the proper seal protection and it is still better to keep a record of such handling. We may exert every effort to protect the freight and keep a record of the handling, yet pay a large claim simply because some employee failed to get the seal record or lost the seal book.

### In Order That We Have a Perfect Seal Record the Following Must Be Observed

End doors shall be securely fastened on inside or sealed by initial carrier or the carrier loading freight into car at initial point or transfer point, and record shall be made of such seals or fastenings at time of each loading.

Terminal carrier at destination and carrier unloading freight from car at transfer point shall record seals or nature of fastenings of end doors.

Carrier shall take record of all seals on, or placed on, side doors and of seals on, or inside security of end doors, of car at time of each loading and of all seals removed from car at time of removal. Carrier shall also take record of all seals on side doors of cars delivered to or received from other carriers at junction points, such record to be taken at the time when cars are placed on interchange tracks.

Record must show seals on both sides of car at each station and seals or inside security of end doors at destination or transfer point, except that record taken on alternate sides at different stations showing perfect record to end of road or at final destination will be accepted.

Record must be sufficient to fully identify the seals. Name or initials of carrier applying seals, without numbers or other distinguishing marks appearing on seals, will not be accepted.

The absence of record of government customs "in transit" seals shall not be considered a defective record if car is otherwise properly sealed and due record made of such other seals.

### Prevention of Overcharge Claims

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

In concluding the last article on prevention of overcharge claims we signified our intention to begin this article by a discussion of the consolidated classification. As the bulk of our claims are the result of the misuse of the classification or nonconformity with what the classification requires, it is obvious that the field for improvement in this respect is large and the instructions we intend to give on this subject, if followed by agents, will do a great deal towards bringing success to the work we have undertaken.

However, as we are in the matter of routing, misrouting, and the issuance of Bills of Lading, etc., and so much depends on agents becoming familiar with the different angles of the situation for the elimination of claims that are costly to both carrier and shipper, we deem it expedient that this article shall continue along the lines followed by our previous article on routing and misrouting.

I tried to impress on each agent and other employee whose duties bring them in contact with receiving and dispatching freight shipments, the necessity of forwarding consignments which are covered by open Bills of Lading over the Railway and via the proper Junction Point with such railway that insures the lowest rate to destination, and to observe religiously

shipper's Bill of Lading instructions except where rate is inserted in the Bill of Lading which is not in harmony with the route specified.

The above is written from the viewpoint of one of the thousands of employees interested in the welfare and prosperity of the Company, trying to find a way by which the Company may escape the heavy burden imposed on it by those who misroute shipments and execute Bills of Lading which are contrary to the regulations. So much for the Company's end of it.

We must not, in looking to the protection of the Railroad's interest, forget the shipper. The carrier has a duty to perform to every shipper, especially to those who are not familiar with rates, routes, etc., and agents should be diligent in performing that duty so far as it is in their power to do so. The statement that the carrier's routing should be followed to the letter does not mean that a Bill of Lading which shows a lack of intelligent understanding of shipping must be followed. On the contrary, here is where an agent can render real service to a shipper by acting in an advisory capacity, showing him why the routing he specifies is contrary to his best interests and suggesting changes that will protect the lowest rate. It is understood that any change suggested by an agent must be supported by tariff; otherwise it will only be making a bad situation worse. An agent who is in a position to give reliable information with respect to rates, routing, and the proper instructions for issuing Bills of Lading can very often serve the shipper in a way that will be greatly advantageous to him. A few words of counsel to those having little, if any, knowledge of the tariff and its ramifications will often save the shipper his profit on the movement of freight, and this can be done without jeopardizing the railroad's interests.

I cannot emphasize the point I wish to bring out in any better way than by relating actual occurrences and facts brought to light through claim channels.

A shipper at Green Bay, Wis. delivered to this Company at that point several cars of Scrap Iron consigned to Illinois Steel Company at Gary, Ind. He left the routing open, which is a practice pursued by shippers when they are in doubt as to which line makes the lowest rate. By this means they shift the responsibility for correct routing to the carrier. This practice, however, only works to shipper's advantage, where there are two or more rates in effect, one which is lower than the other.

The Billing Agent evidently knowing the rates on Scrap Iron from his station to Gary was the same via all lines and the shipper had shown no preference he guessed the I.H.B.Ry. and billed via Chicago and that line. Upon arrival at Gary Consignee promptly refused to accept the cars, as their plant for handling the Scrap is located on E. J. & E. Ry. Co.'s tracks. Cars were accordingly switched over to the E. J. & E. Ry. at an additional charge of about \$35.00 per car over and above the rate to Gary.

Claim was presented asking for a refund of the extra switching charge, shipper ostensibly taking the standpoint that Billing Agent should know something about deliveries which he did not know himself. To be brief, the Overcharge Claim Office was compelled to ask for a withdrawal of claim on the grounds that the rate on Scrap Iron from Green Bay, Wis. to Gary, Ind. was the same via all lines, explaining that Billing Agent was without means of knowing what delivery was desired simply making what proved to be

a bad guess which probably cost the shipper more than his profit on each car.

After a month or two of correspondence between claimant and the Auditor of Freight Overcharge Claims Office the claim was finally withdrawn, but not without a lingering thought in the mind of claimant that he received poor treatment at the hands of the Railway Company.

All the facts, logic, ICC decisions—in fact everything that had any bearing on the subject was in the favor of the carrier; but a shipper who suffers a loss because of excessive freight charges, even though traceable to his own neglect, is sometimes hard to conciliate. Such cases as the one above referred to engenders no little ill feeling and hostility which are hard to efface.

I believe the shipper figuring in this case was entirely free from any thought of self-protection in issuing an open Bill of Lading, simply depending on those whom he thought understood the situation. In every case where destination is located on two or more railroads where the rate is the same via all lines, shippers should be cautioned to obtain from consignee the delivery he desires, otherwise extra switching at destination may result, and where such switching is not absorbed by road haul carrier it is chargeable to consignee or consignor. Agents will please make a note of this and strive for the elimination of claims which have their inception at this source.

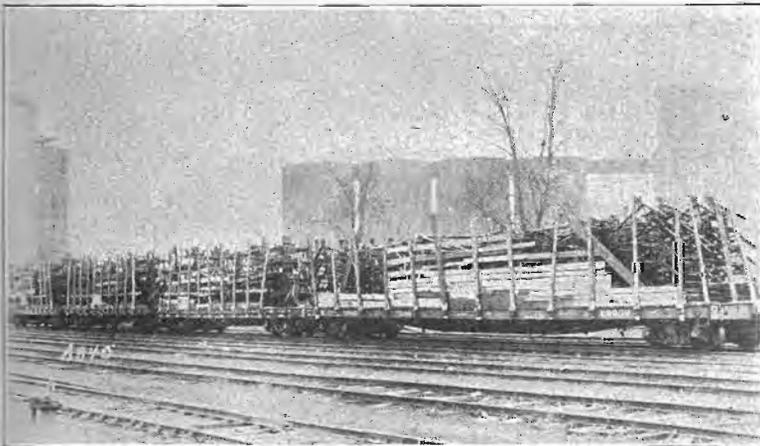
In the preceding article on Prevention of Claims we laid great stress on the necessity of agents scrutinizing Bills of Lading which had a rate inserted thereon, calling their attention to how serious losses might result. This reminder had hardly been written when our attention was called to a very aggravated case coming as a result of failure to do just what we had finished telling agents what should be done when confronted with this emergency. I believe the most good will be accomplished by giving the plain unvarnished facts as revealed by papers in the claim. Freight Overcharge Claim No. 940410 Stone from Bedford, Ind. to Johnson City, Tenn: There were five cars in the lot. Bill of Lading issued by shipper provided for the following routing C. M. & St. P., B. & O., C. & O., and C. C. & O.; rate of 30½c inserted in the Bill of Lading. The agent billed the shipment following the route given by shipper and it was delivered at destination upon payment of freight charges on basis of 44½c per 100 lbs., which was the proper rate via the route shown on the Bill of Lading. The rate of 30½c per 100 lbs. applies via B. & O. Ry., Jeffersonville, Ind., % Sou. or L. & N. Ry. Evidently these five cars of stone were solicited by C. & O. or C. C. & O. Ry. and the shipper knowing that the lowest rate was 30½c he protected himself by inserting that rate in the Bill of Lading and also took care of the C. & O. Ry. in giving them the business. The C. M. & St. P. earned on these five cars \$147.05. They will have to make a refund of 14c per 100 lbs. or \$407.12, leaving a net loss of \$260.07 on the transaction.

Here is a case where we handled over a quarter of a million lbs. of freight without getting a cent for the service and our loss did not end there—we must still pay \$260.00 additional all because a rate was shown on Bill of Lading applying via a route either than the one designated by shipper. How easy it would be to have saved this sum if the agent had known what he very likely does by time, as our article on this subject in the June issue showed clearly how to meet a situation of this sort.

There is no criticism intended and no reflection is directed at any one individual. The cases cited were picked at random to serve a part in helping to make our point clear. It may be necessary in the future to refer to other specific cases. I believe by doing so a more lasting impression will be made, not only on those who make the error, but on those who any day may be brought face to face with a similar emergency.

The accompanying picture shows four cars of road graders shipped by the Russel Grader Manufacturing Company of Minneapolis on April 26th, destined to the Province of Nova Scotia, at Truro, N. S. The shipment consisted of one hundred road graders and is the largest single shipment of road grading machinery which has ever been made by one shipper to a single destination. The car shown on the right of the picture is 61 feet long and was loaded with 64 graders weighing 960 pounds each.

The shipment was handled with promptness and dispatch and was delivered to our connection at Chicago thirty six hours after it left Minneapolis, and the Russel Grader Mfg. Company expressed much satisfaction with the excellent time and good handling. This company is one of the large industries located on our tracks at Minneapolis.



Road Graders Shipped to Nova Scotia.



### April Earnings Show Decreases in Both Gross and Net Compared with March and are Under April of Last Year

Operating revenues of the Class One railroads representing 235,937 miles totaled \$474,821,580 in April, according to reports for the month compiled by the Bureau of Railway Economics from returns to the Interstate Commerce Commission. This was a decrease of \$48,482,000 or 9.3 percent under the same month last year. Operating expenses totaled \$377,692,300, a decrease of \$26,455,700 or 6.5 percent under those for the same month last year.

The net operating income for April amounted to \$61,821,900 compared with \$83,515,300 in April last year. In March, 1924, the net operating income was \$80,239,884, and the gross \$505,124,921.

(The net operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.)

For the first four months this year, Class One railroads had a net operating income of \$264,777,000 which was at the annual rate of return of 4.45 percent on property investment compared with \$268,212,000 for the same period in 1923 or 4.84 percent.

Earnings by districts for the first four months with the percentage of return on property investment on an annual basis in each district follows:

| Location                      | Amount        | Rate percent |
|-------------------------------|---------------|--------------|
| New England Region .....      | \$ 10,873,696 | 4.73         |
| Great Lakes Region .....      | 52,878,608    | 5.49         |
| Central Eastern Region .....  | 54,015,386    | 4.72         |
| Pocahontas Region .....       | 14,759,898    | 5.67         |
| Total Eastern District .....  | 132,527,588   | 5.10         |
| Total Southern District ..... | 49,666,039    | 5.51         |
| Northwestern Region .....     | 16,357,792    | 2.12         |
| Central Western Region .....  | 44,836,763    | 4.02         |
| Southwestern Region .....     | 21,344,229    | 3.80         |
| Total Western District .....  | 82,538,784    | 3.37         |

#### Car Surplus

Class I railroads on May 22nd had 331,012 surplus freight cars in good repair and immediately available for service, according to reports filed today by the carriers with the Car Service Division of the American Railway Association.

This was an increase of 11,906 compared with the number of such cars on May 14th, at which time there were 319,106.

Surplus coal cars in good repair on May 22nd totaled 170,333, an increase of 3,231 over the number reported on

May 14th, while surplus box cars totaled 123,879 or an increase of 11,231 within the same period.

Surplus stock cars amounted to 17,314 a decrease compared with May 14th of 556 while there also was a decrease during the same period of 918 in the number of surplus refrigerator cars which brought the total for that class of equipment to 12,544.

Practically no car shortage is being reported in any part of the United States.

#### Still Lowest

Statistics of the Bureau of Labor Statistics show that in March, 1924, wholesale prices averaged 55 per cent and in April 53 per cent, higher than in December, 1914. The average freight rate per ton per mile in February, 1924, the latest month for which the figure is available, was 51½ per cent higher than in the railway year which included December, 1914. Thus it will be seen that while both commodity prices and freight rates have been declining, it is still true that freight rates show a smaller increase since before the war than the wholesale prices of commodities.

#### What It Cost To Ship Livestock In the Year 1923 Producer's Association Figures Show That It Took 3.78 Cents Out of Each Dollar Paid To the Shipper

Freight charges took only 3.78 cents out of each dollar paid the shipper of live stock in 1923, according to a study just made by the National Live Stock Producers' Association.

This study is embodied in a bulletin issued by the Bureau of Railway Economics and shows that the shipper after deducting freight charges as well as other marketing costs received a net return of 93.55 cents out of each dollar paid him for live stock.

This analysis was based on the business transacted by the Association during 1923 at fourteen markets covering the sales of 4,831,707 head of live stock from 29 States.

The bulletin issued by the Bureau of Railway Economics points out that the study tends to show:

1. That the freight charge is a relatively small factor in the price paid to the seller for live stock.
2. That apparently the principal factors influencing the sellers' net proceeds are the quality of the stock and marketing conditions.
3. That in the marketing of cattle and calves, hogs and sheep, the transportation costs permit of the free movement of live stock to the various marketing centers from a considerable range of territory.

## The Value of Co-Operation

John F. Jacobson, Carman

A great deal has been said and many volumes have been written on the subject of Co-operation of employer and employee. An unquestioned amount of additional benefits have been derived by all parties concerned, where the subject has been studied and practiced. It has also provided a means of getting a better understanding of each other's trials, difficulties and needs.

Through co-operation an opportunity is provided to study, work out and carry to a successful conclusion, many of the vexing complications that enter into our daily intercourse in all walks of life. Especially does this apply under adverse circumstances as relating to slack periods and during seasonal depressions, which worked a like hardship on both employer and employee and through them on the general public.

When business is spoken of as good, the call for labor is in demand in equal proportion and a corresponding wage is paid, depending on the demand, skill required, and the class of service rendered. When the country's condition is

good and business is brisk, a higher proportionate salary can be paid and no hardship worked on the employer, who in turn benefits by a greater volume of production. While to the wage earner it means steady employment and increased buying power, thereby placing them in a position to obtain many of the advantages otherwise denied them.

Then the third party enters in the triangle in the form of the public or consumer whom we serve, who in all cases are the ones we are catering to, for when all is said and done, they are the ones who pay for and consume, that which the employer and employee have together produced. Either in the form of a manufactured article or as in the case of railroads, a service rendered in the way of transporting passengers, live stock, merchandise or acting as carriers for the convenience of every one. When mutual confidence exists and co-operation is in force, no roadbed is so rough but that when the combined efforts of both parties provide the proper ballast and it is leveled over by good will, the

time must surely come when all parties concerned can travel on the highway of life in comparative comfort and ease.

The foregoing was proven and worked out in a very practical manner here at Green Bay, by the C. M. & St. P. officials and shopmen recently. As at many other shop points, the shopmen of the various crafts have suffered considerably from the frequent reductions in forces made necessary in order to meet payroll allotments in the past. Sometimes going to the extent of almost closing the shops. This was the case shortly before Christmas last winter, at a time when all were in need of full time employment. This lay-off resulted in a mass meeting being arranged by Mr. F. H. Shoemaker editor of the "Peoples' Voice" and Mr. R. E. Sager a local merchant. This meeting was attended by a good representation of The Association of Commerce, and Shopmen and others who were directly interested in bettering conditions of employment as existing here. At this meeting representatives of the shopmen and merchants were chosen to arrange for and meet with some of the Railway officials. A

few days later Mr. W. J. Theile, Gen. Supt. came up from Milwaukee and a meeting was held in the offices of The Association of Commerce. F. W. Kerwin, Managing Director, presiding. This meeting was attended by Messrs. W. J. Theile, Gen. Supt.; L. T. Johnston, Supt.; S. H. Vaughn, Agent, in behalf of the Railroad and the appointed committee of shopmen and merchants and F. H. Shoemaker, editor.

At this meeting the situation and existing conditions and its effects on all concerned were explained and discussed. Mr. Theile agreed on most points brought out and advised us that he make a report favorable to our wishes and would recommend that a minimum force be kept in service continuously at this point.

As a result our shop is just completing the heaviest rebuilding program in its history, employing a much larger force than usual and operating on a full time basis.

While Mr. Theile promised to do what he could to favor our wishes. He explained something of the financial difficulties encountered by our road and asked what we could do in return, that the earnings of the road might be increased from this point. This phase of the question was something new to us and led to several plans being advocated. Having in mind the motto of the C. M. & St. P. R.R. for this year, "UNITED EFFORT AND SERVICE BRING SUCCESS", also calling to mind the various articles written by Mr. L. K. Sillcox, Gen. Supt. of Motive Power in monthly bulletins and in magazine articles, which led us to decide on an active "Soliciting business campaign", among the various merchants and shippers of our city. For this purpose, a committee of three were selected by Supt. L. T. Johnston, consisting of John Slater of the Boilermakers, George Mercer and the writer, of the Car Dept. We called on the local merchants, shippers and factories in a body and stated our mission to them, explaining the advantage to be gained in financial returns through an increase of business, we also told of the relief of the shopmen had been accorded and what it would mean for the welfare of our city in the way of future improvements, if, they would support our road by routing a larger percentage of their freight over our line and traveling the same way to and from Green Bay.

In most cases we found that the average merchant was indifferent as to what line carried his shipments, leaving that to the convenience of the concern with whom they were doing business. When we called their attention to the bearing it would have on their volume of trade and in fairness to our road, they were willing and even anxious to sign routing cards over our line, this giving them a new viewpoint of the matter. Also many expressed gratification that we had called on them in this manner and for this purpose, stating that it was their belief that this could only lead to a better understanding and more favorable co-operation and hoped that we could continue in this spirit.

While at this writing we are unable to state just what our efforts will add to our freight revenues at this point, we are advised that it will run into many thousands of dollars per year in added income in both L.C.L. and carload shipments to and from the city; (also bene-

fits to be derived from other sources as co-operation, better feeling and understanding, etc.)

What we have accomplished here can be done in any place by employes who have had their interest and welfare awakened to the possibilities existing all around them, and the work is especially interesting if you can have the active co-operation of the supervisory officials that we have enjoyed here during and since our campaign for more business.

Particularly does this apply at points where competing lines enter the field in search of revenue. An employe can go out and get more bona-fide business for his road because of the fact that he represents the real buying power of his fellow shopmen. It naturally follows that if the shopmen and other employes are continually employed the merchants will benefit by increased sales and a more stable condition of affairs.

In conclusion will say that our experience along this line was a very enjoyable one and we hope that we will hear of other shop points doing some thing along this line as it will rebound to the benefit of all.

Yours for "United Effort."

### Train Manners Of Dead-Heads

*By a Deadhead*

A recent article in The Magazine on "It's Not So Much What You Say As The Way You Say It", suggests to me an idea that something on "Train Manners For Dead-Heads" may not be amiss.

There are two classes of people who ride on free transportation, and when I tell you that I ride on free transportation myself, you will see that I am not saying what I have to say because I'm jealous of anyone who is lucky enough to be "a dead-head". Now the classes so to speak, who ride on passes, are the ones who are traveling on pleasure or personal matters; and those who are on company's business. I have observed that it is generally the first named who seem to demand the most service and assume the most arrogant manner toward their fellow passengers and the trainmen; manifesting the most sublime indifference toward the company's interests when that conflicts with their own.

I believe this attitude arises largely from thoughtlessness, although there are undoubtedly some who have a wrong idea of what the company's obligations are to them. I am not in a position to know, but I surmise the trip pass business must be quite a problem in many places, in some territory perhaps causing actual loss of revenue business on highly competitive runs; where the most loyal thing the employe can do is to step aside until the revenue business has been served. How many of us do this? Do we not rather, rush to the ticket office, as soon as our passes arrive, and reserve the most preferred sleeping car space if we can, rather than wait until we get on the train and take what is left?

One day last summer I was in the depot at a competitive point on our railroad when a party of four came into the station. They had not been there two minutes before everyone else present was aware that they were employes and were traveling free. The man went to the ticket window and asked the clerk what space had been reserved for him to Chicago. The clerk told him that lowers

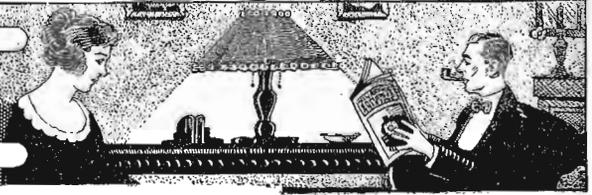
9 and 10 were held in his name. Upon hearing that, one of the women became very peevish and all were apparently dissatisfied with the reservations made for them. When the train arrived, this party was the first to demand attention from the sleeping car conductor, (although there were several revenue passengers boarding the train at that station), explaining to him at the same time that they had put the company to the trouble and expense of wiring for sleeping car berths, and they were indignant because they had not been accommodated in the center of the car. The particular passenger run to which I refer is always full and is one of the best revenue runs on the road so that the item of lower berths is the deciding factor very often with the traveling public. It would not therefore be strange or unusual that on the night in question there might have been revenue passengers turned away because there were no sleeping car accommodations for them, yet the party referred to was an employe and his family who should have considered the company's interest first.

The case cited is not unusual,—I could name several more of a similar nature that have come under my notice, as I have traveled over the road on my business trips. Nor are they all confined to sleeping-car instances. It has occurred to me that possibly the welfare of the paying passenger in the day coach is equally or more productive of returns in money and good will than it is in the sleeper, yet I have seen "dead-heads" turn a coach seat, occupy space sufficient for four people and rebel against any effort of the train crew to dispossess them. Lately on one of our trains, three women came into the coach, and by their manner I judged they were employes or members of employes families. They wanted two seats together and there were none. There was however, one vacant seat behind one in which were placed the baggage and overcoat of a gentleman who had left it for a moment. The fact that his overcoat and bag were in the seat did not deter those women for a moment. They put the traveling bag on the floor, threw the overcoat into a seat across the aisle beside another gentleman who was not consulted at all as to whether it would be agreeable to him, and proceeded to make themselves comfortable. They did not know and evidently cared as little, whether or not the party whom they had displaced was a revenue passenger. I watched when the conductor came along and saw that all of the women had passes.

When the man who had previously occupied the seat in question came back he objected, and was made on that account, the subject of some disagreeable and discourteous remarks from the women as they left the train.

It seems to me that the thing for us employes to do is to remember that free transportation is a courtesy and not an obligation on the part of the company, and we should appreciate it by not using it to the detriment and discomfort of revenue passengers. It was my pleasure at one time to ride quite a distance in the same car with the wife and daughter of one of our high officials, and during that whole trip no one would have known by their conduct or speech that they might have claimed had they wished, more space or attention than any other passenger in that car.

# AT HOME



HAZEL M. MERRILL, Editor

## Fashion Notes

July and August are probably the two most popular months for vacation. Let's say, this year, you plan a trip to Yellowstone Park, or perchance one of the other National Parks. A good-looking suit, preferably of tweed, with knickers; plenty of tailored over-blouses for the train, with a pongee or khaki blouse or two for the trip through the park; heavy walking shoes with golf stockings, or high-top boots for mountain climbing, with wool hose, chamoisette gloves; dark glasses; soft felt hat, preferably with wide brim. Here just a word of caution—be sure to take something to protect face, neck, and skin from the terrible sunburn. If you go Hotel-Way, you want at least one informal dinner frock.

Perhaps you have decided on a camping trip this year, in which case, also, your wardrobe must be carefully planned, as luggage is limited at all camps as well as tours through our National Parks. Possibly for the regular camping trip, cotton covert cloth, guaranteed not to fade, washable, heavy enough to stand rough treatment, and does not wrinkle easily, make perhaps the most satisfactory outfit. The suit consists of coat, skirt, knickers, Oxford shoes, cotton crepe shirt, which does not require ironing if hung on enameled coat hanger to dry. You may wear coat and knickers or coat and skirt, or either without coat, which makes a pleasing change of costume. A hat of the same material as suit may be easily packed and even worn in the rain without losing its color or shape. Heavy Oxford shoes and light-weight wool stockings should be worn with the outfit. Some accessories to take with you: A lunching kit; canteen; a rubberized holder with pockets for all toilet articles, made with loops so that it may be hung up; tooth-brush holder, flashlight, clock, penknife, etc.

Perhaps you have planned to spend your vacation at a fashionable summer resort, with golfing, swimming, boating, etc. If such is the case your wardrobe will have to be more elaborate and varied—but here the demand for sports clothes is possibly even greater than anywhere else. One of the newest sports frocks is a plaited crepe skirt of some bright material, red or blue, with white crepe blouse piped in the same material as skirt and trimmed at sides with bright buttons to match piping. This model is also attractive in flannel, and there is no question but what flannel holds first place this season as a sports fabric, and while white seems to have preference, flannel may be obtained in almost any solid color and with stripes and checks. Quite the newest thing to be worn with these separate skirts of flannel is the jumper, also of flannel; many and varied are the sleeveless jackets; blouses are of crepe, English broadcloth, and tub silk, long-sleeved, to complete the sleeveless jacket or sweater. However, if you much prefer crepe, you may wear crepe on all occasions this sum-



Edith and June, Daughters of C. & M. Div. Conductor E. W. Stafford.

mer; for morning wear, a crepe sports costume; a more elaborate crepe frock for afternoon; and, of course, crepe is always good for evening. At least one tailored frock of crepe should accompany you to your chosen summer resort. We even find these crepe frocks trimmed with cretonne, chintz, linen, and gingham. One unusual frock was seen of white crepe trimmed with bands of black and white gingham with a jacket of the same material.

The return to popularity this season of the tub silks will solve many a problem, for sports wear, business, and in fact, most any occasion. They are perhaps a little more dressy and attractive than cotton or flannel, and they must be as attractive as possible to make them, as sports apparel, these days, does duty from sunrise to sunset.

One extremely smart-looking frock of tub silk has an apron tunic joined to the belt with cartridge plating. It is a slip-on frock with slightly gathered, neck edge finished with binding. Sleeves are kimona style short or full length, finished with a band of white linen, matching the binding and belt. Some of the most pleasing models in these tub silk frocks have the popular vest inset; they are attractive, comfortable, cool-looking and practicable.

If, for your vacation, you are planning a two weeks' motor trip, and must of necessity "travel light" in the car, wear a brown, navy, black, or beige dress of light-weight twill or wool rep; take a sports dress of dark silk alpaca or silk crepe, which may also be worn in the car; a sports coat of flannel, camel's hair, or similar rough and ready material; a close-fitting small hat of black or dust-colored straw, brown, black, or navy felt, and another hat of dark silk



Evelyn Irene, Little Daughter of W. H. Holmsee, Trainmasters Clerk, Aberdeen.



Dorothy Patricia Ryan, Little Daughter of Ass't. Supt. N. A. Ryan, Terre Haute.

which can be folded and carried in suit case; black oxfords with light hose and pair of dress slippers; light-weight rain coat and rubbers; dark leather gloves; sweater; one informal dinner frock. Quite convenient are the new fitted hat-boxes, enabling one to carry an extra hat and also to dispense with traveling case.

Nowadays, the porch is screened in and converted, as it were, into one of the most important, if not the most important rooms in the house. In all shops, attractive wicker furniture is shown; gay-colored cretonne or mohair cushions; grass, reed, or rush rug, or linoleum for floor covering; hanging baskets, lanterns, vases for flowers, perhaps a bowl for fruit, make the porch homey and inviting; now an attractive tea-set, with which to serve luncheon or tea, and the setting is complete and ideal.

## Household Hints

Allow rhubarb to stand in boiling water for a few minutes after being cut up for pie and it will partially lose that exceedingly sour taste, and the pie will not have such a strong flavor as is sometimes the case. Mix sugar, flour, and rhubarb together before filling the crust and the juice will not be so apt to boil out. If a little of it should boil over, a handful of salt thrown on it will stop the smoke and the juice will cook up with the salt and may be easily removed from the oven when burned to a crisp. After rhubarb gets older and more tart, add a pinch of soda to the boiling water; it will save sugar and improve the taste.





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

Illinois Division Passenger Brakeman George Finland on train No. 19, June 9th, at Elgin, Illinois, carried a woman who could not walk, from the train to a cab. The woman and her companion were deeply grateful to Mr. Finland, and expressed their gratitude to him warmly. The reward of kindness and courtesy to the afflicted is laid up where "neither most or rust doth corrupt".

General Manager J. T. Gillick reports the commendable action of many of our agents, in being careful to recover grain doors and boards from all inbound cars. This being the case particularly at points where live stock feeding is carried on, where in many instances enough of this material has been salvaged to provide cooerage for all outbound business.

Iowa Division Conductor D. G. Hickey, train No. 92, found a broken rail, June 9th, on east bound main west of Covington. He notified the dispatcher and left a brakeman at the point to flag No. 20. This was a most fortunate discovery, as six inches of rail was gone, which doubtless would have caused a serious derailment.

Idaho Division Conductor P. H. Sheridan, Baggage W. H. Harnack, Brakemen F. J. McDowell and R. R. Snyder, and Engineer H. H. Haas, Fireman D. H. Stocking while in charge of first section of train No. 16, May 22nd, discovered fire at bridge EE-30. They took prompt action to extinguish the blaze, not only saving the bridge from being a total ruin, but also a very serious delay and detour to trains.

Jay Stansell, Roundhouse Laborer, at Falls-yard, Montana, secured one passenger for our line, Chicago to Seattle, Wash.

H. E. Milton, Station Clerk at Odessa, Minn., discovered a broken flange on left side of wheel under car in train Extra East, Aberdeen to Montevideo, June 2nd, while train was passing the station. He immediately signalled the conductor to stop, when eight inches of the flange was found to be gone.

Section Foreman O. F. Mudd, Thomson, Ill., discovered a broken arch bar under car in Extra 8301, June 2nd, and stopped the train. Car was set out at Thomson.

C. & M. Division Brakeman Wm. B. Carlin, May 22nd, discovered a car roof blown off from car in freight train on west bound track and took immediate steps to have it made safe for trains.

On May 25th, 1924, Signal Maintainer David J. Foulkes, Chicago Terminals, while going over his territory discovered signal 4-9, Division Street, at danger. On investigation he found 22 inches of broken rail on No. 1 main. He immediately stopped an eastbound train and asked the crew to notify Tower A-4 not to let any more trains on No. 1 main until track was repaired. He then notified section foreman and track was repaired.

Section Foreman R. Reppine, Steward Junction, while No. 465 was passing his station, May 23rd, discovered a brake beam dragging and flagged the train, which was thus stopped before a derailment had occurred.

H. V. Wyman, Conductor, Marmarth, N.D., secured a passenger who was about to take a competing line from Miles City, Montana to Chicago, by "convincing the party that the Milwaukee was a better line."

Train No. 101 passing LaCrosse, Wis., on the night of February 2nd, was found to be without a porter in car 59. Conductor Wm. Brannon at once took it upon himself to see that the passengers in the sleeper were properly looked after and served, and did not leave the car until 9:30 A.M., although his run should have terminated at 5:15 A.M. The good judgment and interest displayed by conductor Brannon is very commendable and much appreciated.

F. R. Wiley, Agent, Scarboro, discovered and promptly reported that an upright head timber in bridge V-6, one and one half miles west of Scarboro extended four inches above the rail.

R. & S. W. Division Engineer Alexander Helms, on June 7th, train 415, moving west out of Ladd, Ill., observed an object on the crossing some distance away and slowed down his train in time to find that the object was a small child. The train was stopped before an accident had occurred and the little one was carried in safety from the right of way.

Madison Division Conductor Timothy McGowan by quick thinking averted an automobile accident on West Washington Avenue Crossing, Madison, June 5th. As train No. 466 pulled over the street crossing, No. 166's engine with three cars was backing up on track 3 preparing to couple onto the train. A Ford Sedan headed southward started over the main line after the Watertown train had barely cleared the roadway, the occupant not seeing 166's engine backing up. The flagman was on duty with his "Stop" signal elevated, but evidently the driver of the car did not see him. Conductor McGowan jumped for the air valve on the train, turning the same and automatically setting the brakes, bringing cars and engine to a stop, and the Ford proceeded without injury to itself or the train.

#### Beautifying Jackson Roundhouse Grounds

A noteworthy improvement at Jackson, Minn. is the handsome flower garden and new flag pole, both of which are visible from the main highway on Depot Hill. The letters "C. M. & St. P. Ry." have been worked into the mound which is surrounded by flowers. The flag pole was used for the first time on Memorial Day, when Mrs. Paul Stevens raised a beautiful flag donated by Mr. Harry Sheppard.

Idaho Division Conductor George Louiselle, Baggage Wm. Nobles, Brakemen L. N. Caruthers and H. M. Goudge, and Engineer Wm. E. Schultz, Fireman Tracy Boyle, by prompt action and strenuous effort extinguished fire discovered on bridge EE-6 west of Pocono, Idaho. Their timely discovery and quick work prevented not only a loss of property, but serious delay to trains.

#### Thinks Our Service the Best

The following extract from a letter written by Mr. E. N. Kendrick recently a passenger on one of our Coast Trains is a fine tribute to Milwaukee Service. "We arrived OK after a very pleasant trip through the mountains, which we found most enjoyable and a revelation to both wife and self. We availed ourselves of the privilege of the Observation Car to the fullest extent, and I was certainly paid for my trip before we got through the mountains. The D. R. & G. may surpass your line for thrills, but I doubt it and The Milwaukee is good enough for me. Let me say right here that the service was excellent, the meals good and your road bed and grades A1. Steward E. L. Cade is a prince, and we all had a good time together,

Some officials of the road had had a meeting at Moberge, and one of them returning on the train with me, told me a good deal which was interesting concerning the line.

With renewed expressions of appreciation for your courtesy and kindness and our enjoyment of our trip, I am, yours sincerely,

E. N. Kendrick.

#### Wrecking

(Continued from page 16)

their performances, the judgment of foremen as to whether they will tip cars over or elect to pick them up, the methods of handling wrecks with due consideration for the equipment lading and time during which the line will be blocked, and all the various phases of wrecking, have been worked up to a standard of which the Car Department is justly proud.

#### Hot Scotch

A Scot whose name was MacIntosh, and who was proud of the fact that he was directly descended from the chief of the clan, was having a dispute over the fare he owed a taxi driver.

The man with the meter talked loud and harshly, and it angered the Highlander.

"Do you know who I am?" he demanded, proudly drawing himself to his full height. "I'm a MacIntosh."

The taxi driver snorted. "I don't care if you're an umbrella," he said. "I'll have my rights!"

—Union Pacific Magazine.

#### Do Tell

If you would an appointment make,  
Or an engagement you would break,  
Ere the precious time has flown,  
Tele—e—phone.

If a message you would send,  
To a far and distant friend,  
Who so oft has trod your path,  
Tel—e—graph.

But if news you would convey,  
In a quicker, cheaper way,  
(For this never need be paid)  
Tel—a—maid!

—Mary Chamberlain in Fudge.

#### More of the Same

Railway Husband (handing his wife his check): "There, Helen, is \$10, and it has cost me no little labor to get it for you. I think I deserve a little applause."

Wife: "Applause! Why, Henry, you deserve an encore!"—Illinois Central Magazine.

#### Unmasked

Little Mary was out in the yard the other day when old Tabby came around the corner of the house carrying a kitten by the nap of the neck. "You aren't fit to be a mother," she cried, rushing to the rescue. "You aren't hardly fit to be a father."

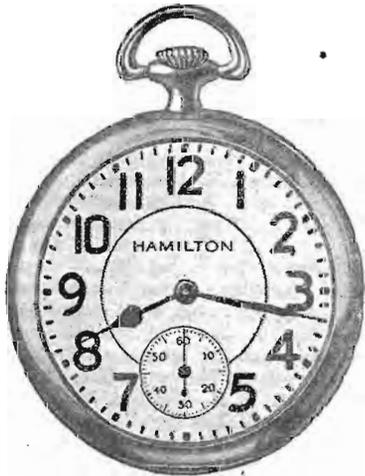
—Selected.

"OLIVER P. KELLER," says the American Magazine for May, 1924, "is one of the few locomotive engineers who can boast of 50 years in active service. For the past 20 years he has piloted the 'Broadway Limited,' one of the crack trains of the Pennsylvania System."

"ENGINEER KELLER is a Pennsylvania Railroad institution. His work, his habits and his grit are an inspiration to his fellow workers. His career is held up as a model to the younger men."



## —And His Watch is a Hamilton



Ask your jeweler to show you the HAMILTON 992. This model is preferred by most railroad men. For other than time inspection service, ask to see the HAMILTON 974.

One of the significant things in railroad service is the number of Engineers and Conductors who carry Hamilton Watches. And of further significance is the fact that most of these men carried Hamiltons when they were firemen and brakemen.

Engineer Keller of the Pennsylvania Lines has carried a Hamilton for 24 years. Engineer Keller purchased his watch four years before he was made pilot of the Broadway Limited. He chose the Hamilton because he knew it to be a watch he could depend upon—a watch that keeps faith with its owner.

When you choose a Hamilton, you can be sure of accurate time. The great popularity of this watch among railroad men didn't just happen. The Hamilton is popular because it has always delivered accurate time service.

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

# Hamilton Watch

"The Railroad Timekeeper of America"

# ON THE STEEL TRAIL

## East Wind Ma Jong

Miss Hazel Merrill spent Decoration Day in Canton, Ohio as the guest of Mr. and Mrs. D. C. Walter. Mrs. Walter was formerly Mary Merrill, and as most of us know, was the originator, conductor and engineer of "East Wind" (Mile a Minute), and the items were always good and in on time. We seem to have fallen by the wayside but with this good item to start out with, a vigorous effort will be made to live up to the former reputation.

Everyone in the General Freight Department predicted a late summer season this year. Up to the present writing Fred Lippert has not shown up with the annual Von Hindenburg-Dempsey haircut which is always the forerunner of warm and balmy weather.

Alice Monohan is back from a very enjoyable and restful trip to Dubuque and neighboring communities, and is prepared for a very busy summer in the Superintendent of Transportation's office.

Billy Wallace of Mr. Getty's office has purchased a brand new Old Towne canoe, and most any morning we look forward to viewing him and the dazzling maroon skiff come gliding down the river and parked alongside the new Union Station. Bill meets all early morning trains so in order to witness the performance it will be necessary to arise at sun-up.

Sometime ago Norman Soergel was elected Village Trustee in the thriving town of Shermerville. The information is passed on to be noted on the back of all police cards in case of a ride in the blue buggy while in that vicinity.

Les Siebert, Secretary to the General Manager, recently returned from a short trip to Seattle. The most welcome sight of the trip according to Les' version was the scenery between Western Ave. and the Union Depot.



Bill Mike—of Badland Echos fame,  
Got Weary of the poet's game,  
So he packed his trunk with western junk,  
Big cowboy hats and chaps to match,  
Some spurs and high heeled boots,  
To show his friends in Kansas City  
The duds of us galoots.  
Ted Johnson, Bill's affinity,  
Could not from Bill Mike parted be.  
So arm in arm vacation days,  
They'll spend in eastern cities maze.  
Lame feet and tired necks galore,  
For these two birds are held in store.  
This chasing flappers fast and sweet,  
Is apt to lame the spryest feet.

Or gazing at the buildings tall,  
Does break on'e neck in two, that's all.  
But we'll all be glad when Bill and Ted  
Return to us this fall. "Pop"

## Obituary

Sam Burbridge, the well known and popular Passenger Conductor between Miles City and Harlowton, made his last trip on No. 15, April 28th, going out on his regular run and apparently in excellent health until a few hours after his arrival at Harlowton, when he took suddenly ill and was unable to make the return trip. He was later brought back of Miles City where he died in the Hospital at the age of 62. Conductor Burbridge entered the service of the Milwaukee in 1881 on the LaCrosse Division, being transferred to the Dubuque Division and later to the Council Bluffs Division, with his home in Perry, Iowa until he came to the Puget Sound lines in 1907 as a Passenger Conductor. His pleasing manner won him many friends among the railroad boys as well as people of other walks of life and our heartfelt sympathy is extended to Mrs. Burbridge, Son Ralph and Daughter Ruth.

On the evening of May 27th, occurred the death of Conductor A. J. Mineau, after a heroic fight lasting nearly two months. He passed away at Miles City Hospital, at the age of 34. "Art, as he was popularly known, was stricken about the 1st of April with sleeping sickness, which is generally believed, was an aftermath of shell shock he received while overseas during the world war. Mr. Mineau came to the Musselshell Division in April 1913 and entered the service as a brakeman, in which service he continued until the summer of 1917 when he heard his country's call and laying aside his railroad duties, enlisted with the marines, in which he saw active service in several important engagements in France, being shell-shocked on several occasions. After the close of the war he returned to this division, a short time later being promoted to Conductor, and continued in the service up to the time of his fatal illness. He was married last September to Miss Hattie Hocking of Miles City, and besides the widow is survived by his mother, four sisters and four brothers. The funeral services were held at Miles City on May 29th, being in charge of the American Legion, after which the remains were taken to the old home in Wisconsin for interment. The magazine extends sympathy to the bereaved family.

## R. & S. W. Division

Lillian L.

Understand some of the big hotels in Milwaukee, such as the Pfister, are beginning to check up on their stationery. It appears that certain railroad men make a practice of hanging around the writing rooms using quantities of the hotel stationery, even if they are writing about nothing more than a time slip. Perhaps they do not realize that letters coming into the Superintendent's office written on common yellow

paper receive just as much attention as one that is written on stationery from a high class hotel.

Conductor A. W. Lewis and family left the early part of June for a visit to their old home in Virginia.

It is reported that "brother" Carlin has taken to golf since he was transferred to the C. & M. Division. He was seen making a wonderful drive. The one who gave out this information says that a man only takes up golf when he begins to lose favor with the gentler sex.

I call it being pretty popular when a girl gets a bunch of roses from one fellow in the morning, another one takes her out to luncheon and buys her a box of candy, and on top of that she is engaged and to neither one of the aforementioned.

Mrs. Beryl Barrett, employed as Roadmasters' Clerk at Beloit for nearly six years, resigned her position effective May 31st.

Our sympathy is extended to Mr. E. J. McCann, Train Dispatcher at Beloit, for the loss of his mother, who passed away at her home in Rockford, May 17th.

Superintendent Devlin and family spent Decoration Day at Tomah, Wis.

I'll let you into a secret if you won't tell. When Bill Muckerheide wears the big diamond it is a sign that his wife is out of town. Now who do you suppose he is giving the high sign?

The Master Mechanic's office seems to be quite the center of attraction these days. Be careful, Leo, this is leap year you know.

Ted Day, our little red-haired biller at Beloit, has taken upon himself a wife—Marie Martin. The rice they got showered with would have started a Chop house. We all extend our best wishes to both of them and he will probably be given plenty of advice when he gets back from his honeymoon.

It keeps the Store Department busy repairing the chairs sent in from the Dispatcher's office at Beloit. Think some of the heavy weights better start in reducing.

Something has come over Roscoe, highly efficient ticket clerk at Freeport, these days. Every time the town of Shannon is mentioned he seems to lose all control of his mind. Looks very much like the symptoms of a deep love.

Mr. J. H. Chambers, Chief Clerk to Superintendent Devlin, attended the Shriners Convention at Kansas City.

Operator Frank Losey, Freeport, off 1st of June attending the Shriners' Convention at Kansas City, Operator J. P. O'Berto relieving him. Mr. Losey returned June 6th and Mr. O'Berto went to Rockton to relieve Operator Smith a few days.

## H. & D.

"J.D."

Jake Hammer has a new radio-outfit. Jake gets Pittsburgh and many other far off stations quite regularly.

B. Fisher who has been down for the past 2 or 3 weeks is again with us looking as good as ever.

Geo. Reedy has a new flivver, she's a coupe. Geo. has had only one accident so far with it and says that was not his fault.

B. F. Raymond, who has been laid up for several weeks, made his first trip about the 10th. The boys were all glad to see the old timer back on the job.

Mike Gregory is smashing box cars again after a few months on the Yellow Cars.

# B A N K S

## ILLINOIS

### CHICAGO

Central Trust Co. of Illinois  
Continental & Commercial Banks  
Illinois Merchants Trust Company

## IOWA

### CEDAR RAPIDS

Cedar Rapids National Bank  
4% Interest on Savings Accounts

### SANBORN

Sanborn State Bank

### DUBUQUE

Union Trust & Savings Bank  
"The Bank that boosts Dubuque"  
4% Interest paid on Savings Accounts

### PERRY

Peoples Trust & Savings Bank  
"Perry's Foremost Financial Institution"

## MINNESOTA

### MINNEAPOLIS

First National Bank  
Merchants & Manufacturers State Bank  
Minnesota Loan & Trust Company  
Northwestern National Bank

### ST. PAUL

Merchants National Bank

## MISSOURI

### KANSAS CITY

Manufacturers & Mechanics Bank

## MONTANA

### DEER LODGE

Larabie Bros., Bankers

### THREE FORKS

The Labor National Bank of Montana,  
Owned and operated by members of Organized Labor.

## OHIO

### CLEVELAND

Brotherhood of Locomotive Engineers  
Co-operative National Bank

## WASHINGTON

### ELLENSBURG

National Bank of Ellensburg

### SEATTLE

National Bank of Commerce  
Peoples Savings Bank  
"In their own Building"  
2nd Ave at Pike St.  
4% Interest on Savings Deposits

The Seattle National Bank  
Home of the Ten Percent Club—  
It will help you get ahead in life.

This strong National Bank has resources of over  
twenty-five million.

Washington Mutual Savings Bank  
1101 Second Avenue  
Assets \$28,000,000

### SPOKANE

Spokane & Eastern Trust Company  
*The Brotherhood's Co-operative National Bank  
of Spokane.*  
"Labor's first Bank in the Pacific Northwest"

## WISCONSIN

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Established 1855  
Capital Surplus and Undivided Profits over \$500,000.00  
We Solicit Your Account and pledge you Security  
and Service.  
We pay 3% interest on Savings Deposits.

### MILWAUKEE

First Wisconsin National Bank  
Marshall & Ilsley Bank

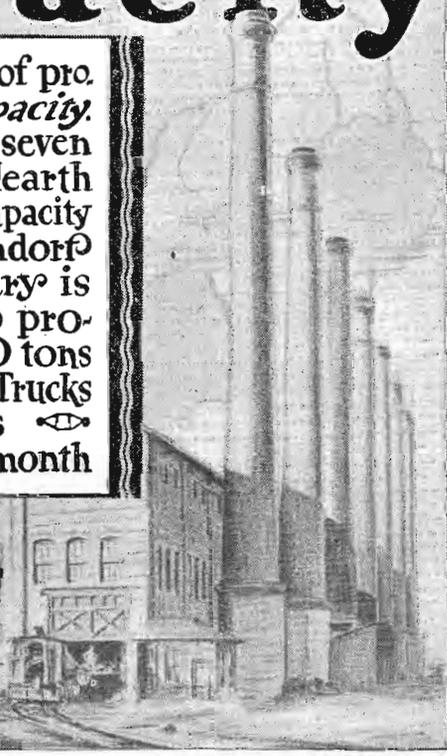
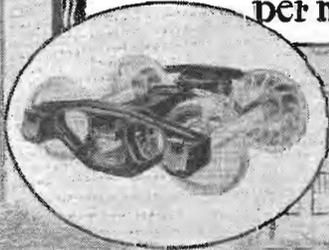
### MADISON

The State Bank  
"See us before you open your Savings Account"



# 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 6,000 tons of Cast Steel Trucks and Bolsters per month



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OFFICES AND WORKS

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**Pacific Creosoting Company**  
 Northern Life Building Seattle, Wash.

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Trade Mark

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

**THE PANTASOTE CO.**  
 11 Broadway Peoples Gas Building  
 NEW YORK Chicago, Ill.  
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 SAN FRANCISCO

Harry P. Jarvis has purchased a home in Montevideo. Jarv. says he's tired of facing his landlord every month.

Geo. Thomas, Lineman, on West H.&D., has been thinking of going into the Bee business. He and Reuhmer have been holding regular meetings each week trying to get Geo. started right.

Oscar J. Zimmerman is the proud owner of a Chevy Coupe.

Bunny Moore of BirdIsland has been on the sick list for a few weeks but is now back on the job.

B. C. Bishop, D. Fisher, F. Ambli and several other old rails, attended the D.O.K.K. Convention at Redwood last week. A large bunch also attended a big blow out at Milbank.

Be sure and get in on the next Bowling Tournament between the Norwegians and the Whites, probably staged at Milbank shortly. Watch for notice in next issue of this magazine.

Frank Wilcox has an Overland touring car. Pat Lawler made a flying trip to Minneapolis (on business.)

Dave Thill's back on the ol' way freight again after a few months pulling passenger trains.

J. J. Brown left Montevideo for a three weeks visit in the far east (N.Y. & N.J.).

### Twin City Terminals—Mech. Depts. "Sub"

I see by May's Magazine, Mr. Griggs of Milwaukee is inquiring about our veteran friend James Nellins—yes, Mr. Nellins is and has been confined to his bed for several months and that's the reason for no items under "Minneapolis Shop Happenings". His home address is 2423 Blaisdell Ave., Minneapolis, Minn. and some news from his old friends will surely be appreciated by Mr. Nellins.

Foreman Steve Defield of South Minneapolis Roundhouse, left for sunny California recently and took back with him a bride, which is the result of his vacation last year. The girls surely enjoyed a nice box of candy direct from Los Angeles, which only goes to show that his bride was not the only one occupying his mind while honey-mooning. His fellow workers also enjoyed a good smoke and both candy and cigars were very much appreciated.

Engine Yard Foreman John A. Hendry just got too frisky and got out of the hospital a little too soon and the results were that he had to go back and finish his time. Well we surely know it was no hardship for Mr. Hendry to go back after reading the May's magazine. Mr. Hendry is coming along fine and hope to see him around at his old post soon.

"Dott" of the I.&D. Inklings say a good motto for the month of May is—"When you have nothing to say, say it."

That's all right for May but here's one for all times:

"Look out for your tongue, it's in a wet place and liable to slip."

Mr. R. W. Anderson was a visitor at Minneapolis, May 20th and made his usual rounds.

We now have with us again Mr. Herman Belitz from Malden, Wash. We are all glad to see Mr. Belitz back and no doubt he is glad to be back as this is his home town. Mr. Belitz has been located with the C. M. & St. P. Ry. at Malden, Wash. and reports the West a fine country.

We regret very much at this writing to say that Engine Inspector John Cutland of South Minneapolis Roundhouse passed away April 15th, 1924; also, to say that Mr. Carl Krake passed away April 22nd, he also being from South Minneapolis Roundhouse.

Knute Johnson of the Back Shops passed away May 10th after being in ill health for a number of years.

Joe Cook, Clerk at St. Paul Roundhouse, is taking a leave of absence account of his health

and Mr. Preston Allan is filling the duties of clerk at that point.

We enjoyed very much Mr. W. W. Bates' short stay at Minneapolis, he being assigned to the River Division as Traveling Engineer in place of Mr. Blase who has been laid up at his home for sometime and hope when Mr. Bates comes to Minneapolis, either on Company business or personal, he will not forget to call at headquarters.

We are very glad to see Mr. Blase back at his usual post and he reports feeling good—no need for words as actions speak louder than words and we all hope Mr. Blase will enjoy good health from now on as we surely miss him when absent.

River Division Engineer Dan Kearns, one of our congenial firemen in the Twin City Terminals, left June 1st for a visit with his mother in Ireland, whom he has not seen for fourteen years.

### Motoring On the Milwaukee, Up and Down Hill On the Rocky Mountain Division

Nora B. Decco

Well if any one ever had any doubt as to the where-about of the Union station at Three Forks before there need never be again as you can see it from—say about Hunter's Hot Springs or Karst's camp up the Madison and all the tourists walk right up and ask if there is a carnival or something in town—any way we don't care we have the depot painted at last—outside as far as the inside is concerned, we still have hopes.

Engineer D. P. Elliott and wife among others from this neck of the woods took in the Shrine Convention at Helena recently and reported plenty of fun. Operator Thompson of Loweth and his daughter Etta George also attended.

Miss Mary Sheck, Operator at Martinsdale and Miss Francis Murphy the nice little lady from the Callatin Valley station at Bozeman have just returned from a short trip to the Twin Cities and Chicago with new hats and other of the latest styles in ladies' wearing apparel I suppose.

Clifford Townsley, son of Engineer Townsley, had the misfortune to be mixed up in an argument with a minister's son the first of the month, and is at the present writing laid up with a broken jaw and other injuries. What ever happened, Clifford says he didn't see it coming or it would have been the other way around. He is getting along nicely and will soon be out again and we understand the preacher's boy is taking an extended vacation in parts unknown.

Mrs. Art Jersey, wife of the Section Foreman at Lombard, is a patient in the local hospital having been there for several weeks but is improving and expects to soon be out again.

Agent Crowder of Donald is working at Piedmont for the present and Mrs. Crowder is handling his job in his absence.

Engineers D. P. Elliott and Crockett have gone to the Northern Montana Division for the time being as have firemen Frank Hamilton, Fink and Heimes.

Fireman George Smith has bumped Fireman Dickerson on the Lombard helper who has returned to the Northern Montana Division. Fireman Gilham has also returned there from the helper at Lombard.

We regret to say that the death of the father of Passenger Conductor Rice called him to Dubuque, Iowa, the last of May. Mr. Rice has the sympathy of the Rocky Mountain Division.

Passenger Conductor England of the Northern Mountain Division has taken a month's lay off and expects to spend it in California and is relieved by Rocky Mountain Division Earl Wilson. Mrs. Wilson who has returned from a visit with home folks at Dodge City, Kansas is now in Lewistown with Mr. Wilson.

Mrs. J. V. Miller and sons, of Deer Lodge, wife and family of Storekeeper Miller have

gone to Vancouver for a visit with friends and relatives for a few weeks.

Signal Supervisor Seeburger at Deer Lodge, has as his guest his sister Miss Flora Seeburger of Chicago who will remain for some time on a visit.

Mr. and Mrs. H. B. Rivers of Deer Lodge left the first of the month for a visit with relatives in Chicago, where they expect to remain for several weeks.

A son was born June 6th to Brakeman and Mrs. McDonald of our city. Congratulations.

Most of us are eating rainbow trout these days as all our friends are fishermen and the season is on in full swing. Every time you look out the window or hail a passing car, all you can see is old hats stuck full of fish hooks and the back seat overflowing with poles and lines and every coat pocket contains the latest styles in fishing licenses and on the return trips—I got some TTTTHHHHHIISSSS long an' they didn't get away either? Like rainbows? Come out and get in the game.

Ahem, Mr. E. Sears and his pleasant little wife stopped in our fair city long enough last Saturday evening to admire the bright new colors of the depot and from what Mr. Sears said about the time he made from Deer Lodge to Bozeman and from Bozeman this far—I am not just sure whether he is living up to all the slows and speed restrictions or not—still he claims he was off duty so what can we say.

Mrs. Sanford, wife of the late George Sanford, and her sister have returned to Three Forks from Des Moines, Iowa, for a short time. She expects to make her home with her people there after settling up her affairs in this state.

Mrs. Pogreba, wife of Brakeman Pete Pogreba, has as her guest her mother who comes here from Kansas City, Mo.

### "News From the Connecting Link"

Betty

Chet, be very careful and don't get reckless with that new car of yours. Remember that old saying "Slow but Sure."

Congratulations A. L. West. It sounds mighty fine doesn't it? Beatrice May West. But A. L. West don't let your daughter rule you like Clarence Green allows his daughter to rule him, he is getting thin from walking the floor nights. Little Miss Green insists on a great deal of attention.

We were very much surprised and grieved to hear of the death of Agent M. P. Murphy of Kirkland. The C. M. & G. employees extend their sympathy.

We now know the secret of Mitch's startling complexion. He uses a cream with a long French name, but when translated it means "Always Young". Don't rush, boys, every drug store in town carries a supply of it.

Mr. Wm. Winsh has been appointed Section Foreman on Section No. 12, Whitaker, Illinois. Mr. Winsh is not a new employee having worked on the section before he was appointed Section Foreman.

The linemen have been very busy at Joliet fixing up things so that the dispatchers will be satisfied. They are very good natured linemen and aim to please everybody.

The Dispatcher's office has been changed, that is, the desks have been moved in different positions. The Dispatchers say it is much better.

Billy Krammer, the Agent's clerk, took a trip to McGregor, Iowa, over the week end.

Now that there isn't any work for him, Bob McNiff drives around in a big car making everybody jealous.

A very neat and attractive oil station is being built on the lot next to the depot. This is a decided improvement from the standpoint of business as well as appearance.

The South Eastern fellows are very quiet, never know they are in town.

## Duplicate and Repair Parts for Locomotive Maintenance

Contractors' locomotives, as well as the monster Main Line engines, are frequently in need of repairs and replacements, in order to keep them in working condition. A most important feature of our service is the making of the parts needed for such work. We are well equipped either to make the necessary repairs in our shops, or to forward the parts to the Company's shops. Prompt attention is always given to this class of work in order to avoid unnecessary delays and the consequent loss of time, while the locomotive is awaiting repairs.

THE

**Baldwin Locomotive Works**  
**PHILADELPHIA**

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AND WITHDRAW YOUR MONEY

## By Mail

The largest Bank in the Northwest .. Fully qualified to handle your account by mail.. An ample, speedy mail department insures prompt attention to your business .. Ten Million Dollars of Capital and Surplus will safeguard your deposits

WRITE FOR INFORMATION

**First National Bank**  
Minneapolis

Frank Cracraft was in telling fish stories the other day. He got Harry Miller so excited that he is going to try to catch some of those fish that Frank told about. Don't expect too much, Harry, and you won't be disappointed.

### The Old Baggage Car

I'm the old baggage car on the C., D. & M.;  
I haven't been painted since the Lord knows when.

I run to Clinton and return each day,  
Haul some freight and I think I pay,  
'Cause I'm always filled about chuck up,  
But I haven't been painted since Heck was a pup.

It's just possible I'll be painted this spring;  
I don't know, though, you can't tell a thing  
About what they'll do to a gink like me;  
It may be a year or it may be three,  
But I'll keep moving whatever turns up,  
Though I haven't been painted since Heck was a pup.

An onion grower looked at me one day;  
There was a tear in his eye as he turned away,  
And he said to his pal, "She sure looks tough;  
Guess they've run her about long enough.  
Kind o' think she should be dipped;  
The scale has got her or maybe it's the pip."  
Sadly he looked at me again:  
"Well, she's not been painted since the Lord knows when."

We all lose our luster when we grow old;  
It's the way of the world, I have been told.  
Doll up if you would postpone the day  
When folks will look at you and say,  
"Baggage cars look no worse than men  
That haven't dolled up since the Lord knows when."

W. E. Gates, Davenport Times.

### Store Room Sparks Dubuque Shops, Iowa

S. A. Matter

Here's limerick that escaped the pages of  
"Life" and "Judge":

A tall young fellow named Bert,  
Imagined he'd never get hurt,  
So he monkeyed with Si  
Who blackened his eye

After knocking Bert flat on the dirt.

To those who may accidentally discover some sense in the above lines we will gladly award without any malice aforethought a handsome, brand new, second hand, greatly misused yet serviceable late model, 1798 pattern, triple barreled blunderbuss.

At the behest of Felix, I hereby, offer to all ye scofflaws this rare recipe for concocting a liquid that is 100% stronger than Red Eye itself.

Dissolve 100 lbs. of Blue Vitriol in a barrel of 50 year old vinegar slightly polluted with benzine. Let stand in your alley for six months, after which you may throw in a 50 pound sack of sugar and 3 ancient eggs. Go back to your house and retire in seclusion for 3 more months. After this period it is time to inspect your solution. Lift cover off barrel carefully. If no explosion follows you are then expected to stir briskly for 3 hours without cessation. After this performance if you are still able you should obtain 20 frogs and 16 grasshoppers. These are required to furnish the hops. Throw all these into barrel alive and be sure that cover is securely fastened. Let stand for 10 years. When the time is up and you are still living you may invite all your enemies for a little sip. Notify your favorite mortuary artist in advance.

Some of our yokels suggest changing the name of our column. According to their request we are therefore inaugurating a contest for the purpose of obtaining a better name than Store Room Sparks. All contestants are expected to send in their suggestions accompanied by a cash

deposit of \$25.00. This sum to insure good faith on the part of the contestant and will probably be returned. The contest will open midnight July 32nd of this year and will close three years from date. As first prize we will award to the winner five million yen while the second prize will carry one billion marks. No red tape whatever is connected with this contest. However, we might mention a few rules governing the contest. Each participant is restricted to one thousand suggestions each. Each suggestion must be accompanied with a bit of its suggestor's life history as well as the usual deposit. The winner's name will be announced in the "Fizz Bang", "Warm Canine" and other publications.

Come on Frank, slip us some of your suggestions.

Monroe Royce, the lumber king is threatening to go on a fishing trip. Pity the poor suckers, gars and canine fish.

Clarence Horsfall is looking around for a "houn" dog. Why give up bowling?

Louis Zrinkus Messink is recovering from the effects of a startling Vapor-Sulphuric Bath. Having heard of the beneficial results to be derived from that sort of bath he decided to test the efficacy of it's rejuvenating properties. After the formality of applications and reservations were made at the sanitarium our friend Louis Zrinkus Messink was prepared for the ordeal. Stripped of all his garments the helpless patient was placed in a steam tight booth. In this manner he was imprisoned for several hours after which he was subjected to a vigorous rubdown. Rendered unconscious Louis was then ready for the hot towel and sulphur ceremony. Placed in a closet from which sulphur fumes were issuing the victim was literally buried underneath dozens of steaming towels. After an hour the entire bath is over and Louis is rushed home in a taxi. After allowing a reasonable time in which to recuperate the bath victim is tendered the bill for professional services. Louis says he feels and acts like a new man. This may be true as the Vapor-Sulphur baths reduced his weight from 130 pounds stripped to 118 pounds fully dressed. When will your next bath be?

### Notes From the Local Office and the Docks R.R.T.

We regret having to chronicle the fact that Mr. Howard M. Baldwin of our warehouse force, one of the best fellows living, has been in the hospital for several weeks at this writing, having undergone an operation for rupture. At latest accounts he was getting along very well and we hope that he will soon be back with us.

Charlie Langabeer, one of our oldest checkers at Dock Two in point of service, was very painfully injured some time ago in a peculiar manner. In stooping beside the kitchen stove at his home to pick up some object from the floor he came in contact with the handle of a coffee percolator standing on the stove and upset the percolator, the boiling liquid being spilled over his neck and shoulders and inflicting very painful scalds. He is again back at work but the injured parts are still sensitive.

Ralph Bement, our hustling and efficient Assistant Agent, recently took a day off to superintend the construction of his palatial summer home at Lake Louise. Doubtless the entire force will be invited out to take part in the housewarming when it is completed, there being plenty of room for them outside of the house. We hope that it may get warm enough some time this summer (save the mark) for Ralph to enjoy the new home.

The little daughter of Billy Woodward, our handsome demurrage clerk, has been sick for a week past with some kind of stomach complaint which seems to be quite prevalent among the children of this city this summer. We hope that the youngster may soon be better.

Lester Prescott, the always smiling clerk to General Yardmaster Rehbock, was away for his vacation recently, going as far as Portland. It seems nice to see him back on the job again.

Mr. Rouse of the Local Office force returned to work May 26th, after a month's absence due to the illness of his wife, whom Mr. Rouse has devotedly nursed for several years past, as she has long been an invalid. We regret to learn, however, that her condition has not improved to any material extent.

Mrs. McKay, of the switch desk, has been absent for a few days on account of illness, but is again able to attend to her duties, including those of general chaperone to the office force.

Miss Sophie Hansen is at present spending a very enjoyable vacation in Chicago and thereabouts; at least the numerous postal cards received from her by the office force seem to indicate that she is hitting a lively pace. She expects to return to the job by the latter part of June, after an absence of six weeks, and everybody looks forward with pleasure to having our Sophie back again.

While Mr. Rouse and Miss Hansen are away, Mr. Francis Kirkland, son of Mr. Kirkland, Assistant Superintendent of Sleeping and Dining Cars, of this city, is helping out with the work.

Miss Gwendolen Guslander, Assistant Bill Clerk, is also away on a vacation doubtless enjoying it to the fullest.

Bob Shipley, Chief Yard Clerk, was fishing at Chambers Creek recently; a census taken after his return shows that all the fish are still in the creek. Better luck next time. Joe Baughn, of the Car Desk, was more successful getting thirteen.

When the Arizona Maru recently discharged at Dock Two, some little excitement was caused the stevedores in the lower hold at Hatch Six by the discovery of a poisonous snake—a viper—which had probably come aboard in a bale of rattan in the Orient. The reptile was killed by one of the men, No. Cuthbert; nobody had any snakebite remedy with him.

Mr. Rossiter, the new Superintendent of the Coast Division, and Mr. Stevenson, the new Division Freight and Passenger Agent, paid their initial visits to the Local Office and the Docks recently, introducing themselves very affably. We wish them both much success in their new positions. Mr. Alleman took the visitors on board the Arizona Maru, then at the docks loading; we did not learn whether the ship's doctor prescribed for them.

It seems good to see Dock One in use again, at least temporarily; the Blue Funnel Liner Tyndareus discharged considerable cargo there the other day. Here's hoping there will soon be more.

Noah Waldron and W. J. ("Scotty") Kear, Assistant Foremen at the Docks, have both blossomed out in new straw hats, and Noah in a new suit as well. We never realized before what goodlooking chaps they really are.

Emmett Maloney, the athletic Chief Bill Clerk at Dock Two; has developed into a real Thespian, taking a prominent part in another amateur play since our last report. From the accounts of those of our people who saw the performance we gather that he displayed marked histrionic talent and reflected great credit on the Milwaukee family.

### On A Bright May Morning

It was a bright May morning—the morning of May 12, to be exact. The birds were singing, and the sunbeams danced merrily on the waves of the Fox river as Train No. 31 hummed along between DePere and Green Bay, Wis.

Suddenly Engineer Jay Parkinson looked at Fireman Egner Lindberg, and Fireman Lindberg looked back at Engineer Parkinson, mutual distrust in their eyes. Each had noticed an aroma—it would be impolite, perhaps, to say familiar, but at least reminiscent—and each sought to

discover its source.

As stated, Fireman Lindberg looked at Engineer Parkinson. Then Fireman Lindberg looked out the window, and it is reliably reported that Engineer Parkinson had to forcibly restrain him from diving out of the gangway.

Nor was the unusual disturbance confined to the engine. Arthur Maloney, back in the baggage car, noticed the same haunting perfume, and looked out the window in the left-hand door of the car, whereupon it is said that Baggage-man Maloney swung one mighty arm and swept three excess-weight trunks out of the way like match-boxes as he strove to open the door and leap off.

Conductor Edward Coughlin, in an attempt to discover the cause of the disturbance was forced to join Brakeman Harry Hallagren and Flagman Fred Monahan in a frantic effort to keep the male passengers—a report that some of the female passengers were included is indignantly denied—from jumping through the left-hand windows of the coaches.

And over all hung that peculiar, pungent, strange and yet not unknown odor. It was indeed an experience entirely unprecedented in railroading. Finally the disorder was quelled, and passengers and crew turned their gaze, with what self control they could muster, to the point where the disturbance originated.

Bubbling in a foamy torrent out of a culvert beneath the right of way was a river of liquid amber, flanked by deep, cool masses of foam, flecks of which followed the current of the placid Fox as far as the eye could reach. And as it trickled over the stone riprapping on its way to the river, the stream seemed to babble "Prosit! Prosit! Prosit!"

Train 31 proceeded on to Green Bay where an excited crew learned that United States marshals had entered a brewery located on the river bank and turned 2,500 barrels of three-point-six percent by volume into the drain leading to the Fox.

Immediately upon hearing this, it was said that the news agent disappeared. He was later reported seen running back up the track, a bathing suit under his arm.

P. S. Most of this ain't so.

#### Davenport Dashes — — C.B.D.

Passing down Marquette Street one evening recently, we noticed a peculiar bluish tint in the atmosphere. On approaching closer we heard, loud vehement and profane imprecations. Then we discovered it was one of our check clerks, Emil Hess, imploring his Lizzie Ford to quit her kiddin' and bucking around, and be a perfect lady for once and travel along just as her maker intended her to do. But she absolutely refused. Hence the extreme language. Emil was forced to forego a joy ride on that evening. We understand however, Lizzie has recovered from her spell of the sulks and her conduct is now irreproachable.

Moral:—There are times when it seems to do a good deal of good to use words not permitted in polite society.

Since Paul Hinrichs was frosted up at the Chamber of Commerce the other night, he seems to have acquired an extra amount of "pep". Anyway he is hustling for business with more vim and vigor than a 25 year old. Go get it "P.L."

We were all shocked and grieved to learn of the death of Switchman J. A. Taylor. More familiarly known as "Buck". He had been in yard service for a number of years. Our sympathies are extended to the sorrowing family.

Our own line certainly did the business to the Shrine Convention at Kansas City as evidenced by the number of trains passing through the Tri Cities. Agent Hull of the Davenport Local Office, accompanied one as convoy, or chaperon, or something. Anyway we don't think the trip agreed with him as he hasn't felt up to his usual standard since. The Waw River

water does have a peculiar effect on some people. We speak from experience having been there several times ourselves.

Business in the Tri Cities has not been as brisk as we would like to see it, but we think we are getting our share, and have hopes that things will be more promising after election.

We have been wondering just how it happens that one of our charming young ladies has not yet succumbed to the hair dresser's wiles and had her beautiful blonde tresses trimmed a la mode. Perhaps she wishes to appear more dignified and sedate, which hardly seems possible, for everyone is familiar with the fact she is by nature as dignified as a kitten playing with its own tail. Cut it off Mabel and look as distinguished as some of the rest of the bunch.

Our charming abstract clerk has moved into her new home. We do not mean to infer that she has gotten married, although no doubt according to the immortal Dickens "Barkis is willin'." Perhaps it is cheaper to move than pay rent.

We are wondering why R.E.T. spent his vacation in St. Louis instead of Cedar Rapids?

Ray S. seems to be more contented since his return from Chicago. Wonder if it was his honeymoon?

Important business is taking much of E. Ryan's time after office hours. Better be careful E.R. or you will not be with us for your 50 year button.

W. G. the operator does not allow much to get by. Not even the girls. Bill isn't much for powder puffs, but we notice he likes the girls that use them.

Genevieve B sure believes in service. She must hold annual transportation for that Buick Roadster.

#### Rail Rumlings From St. Paul Allen

There is no denying the fact that competition between the railroads is growing daily, each road striving of course to get the business of a competitive point. This fact is not only beneficial to the railroads but to the public as well for wherever competition is found service is found in quantity.

On our own line our officials are constantly asking all employes to help along these lines, to give better service and get the business. If for instance any of us hear or know of any one planning a trip or planning on shipping it is expected of us and our duty to turn the name of the prospective into the hands of the proper department who in turn will make every effort to get the passenger or shipment.

It is the policy in Mr. Graven's office to get the name and address of all who inquire for rates especially those asking for rates on household goods, for when the household goods move the family moves and in that way Mr. Graven's office has been credited with the sale of many passenger tickets.

An elderly man stopped to watch a crowd of small boys playing baseball. The elderly man inquired of one of the boys as to the present standing of the game, the boy answered, "The score is nineteen to nothing against us". The

#### Frederic J. Long, Now Full Time in the Musical World

Frederic J. Long, who was for twelve years in the service of the Milwaukee, is now associated with C. H. Taylor & Co., Chicago musical instrument house. He had been associated with Mr. Goodnall and others, and his specialty was disposing of right-away salvage in Spokane, Great Falls and other important centers. Mr. Long also succeeded in securing a bonus of \$20,000 for establishing of middle-western shops at Deer Lodge, Montana. He continues to write songs, poems and prose.

**R. R. Watches \$40.00 to \$45.00**

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ILLINOIS, WALTHAM, ELGIN  
HAMPTON AND HAMILTON

20 year Boss. Crown or Wadsworth cases, all 21  
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Guaranteed to greatly increase mileage  
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150 TABLETS TREAT 150 GALLONS

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Agents Wanted Everywhere

**Thoroughbred Silver-Black Foxes**

Also choice strains  
of Blue Foxes

The Portland  
Strain

Prize winners at  
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### Ford Runs 57 Miles On Gallon Of Gasoline

A new automatic and self-regulating device has been invented by John A. Stransky, 2825 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—Adv.

gentleman remarked that their side was getting quite a beating. "Oh, not so bad, we haven't had our bats yet?", answered the boy.

Ben Mueller of the freight house, died suddenly of pneumonia. Mr. Mueller was a big strong man and his sudden death was almost unbelievable to all of us.

You better not get too funny with us now for haven't we a gentleman working in the freight office whose real name is Jack Dempsey? Mr. Dempsey's former home was Milwaukee, Wis.

Have you seen Francis Garvey driving his new green dragon car?

There is a circus in town today and Alec McCool was in a hurry to get home for he has tickets for two. The girls of the office all envy the lady fair. Don't they Alec?

### West I. & D. Inklings

Dott

We are all lit up around here these days. For many years we have worked under the handicap of having no lights in the shop at night, but at last we have the electricity installed and it is certainly a great improvement over the old way of working with torches.

Mrs. Stewart, wife of Conductor Stewart, daughter and granddaughter were passengers through here on the 31st of May on their way to their home at Rapid City, having just returned from their winter home in California.

Depot Agent Bowers spent the week end last week with his son at Rethvan, Ia. His son, Philip Bowers is also depot agent.

Roadmaster Core and wife spent one week end in May at Rapid City.

Mrs. Jim Johnson passed through Murdo on the 31st, on her way to her home in Rapid City after a visit in the east.

Engineer and Mrs. Jake Hendriksen are driving a new Chevrolet Touring around and she surely is a good car.

In looking over our notes, I find one mentioning that Laf Burke was inquiring of Mr. Ricks if it were possible to get a pass for two, if those two intended in the near future to become one, but between that time and this things have been happening and now I'm sorry to announce that, sad as it may seem Laf has been disappointed in love again. However, true love never runs smoothly and if things turn out all right I will be sure and tell you all as I know you are all interested and have Laf's welfare at heart.

Everyone is glad to see Mike Sullivan back on the job after an illness of six or seven months. Mike has worked for the Milwaukee for over forty years and is still a valued employe.

Blacksmith George Sherlowsky is a piker. Where are the candy and cigars? We knew nothing about it until we read in the local paper the announcement of the birth of a boy on the 29th of May. However, we all congratulate Mr. and Mrs. Sherlowsky.

Mr. and Mrs. Herbert Vernon are also the happy parents of a new boy. Mrs. Vernon is a daughter of Roundhouse Foreman Ricks, of the Murdo Roundhouse.

Mrs. E. F. Palmer of the Car Department made us a visit the forepart of June.

### M. C. B. Gossip

Lee

Have you attended any of the personally conducted noon-day hikes led by Mr. Barndt? He sets a swift pace but so far Julia Barrows, Rose Schultz, Edith Hamman, Ruth Reidel, Belle Beznor, and Gladys Bradley have been able to keep up with him and have been rewarded by finding some lovely long stemmed violets in the woods.

Lorene Oelke became Mrs. Stuart Karsseboon on June 14th. The girls of the office gave her a silver fruit bowl as a parting gift, and extended their best wishes for her future happiness.

Emma Wagner is in the hospital at the present time, having her tonsils removed, but is reported as doing nicely, and we hope by the time the notes are printed she will be well and happy, and back with us again.

Did you see Erwin Weber's nice new golf bag? He says he plays golf, but we're not so sure of that unless he can explain the presence of kite sticks in his bag. It's easy for him to say he plays in Lincoln Park because that is so far out that none of us would have ambition enough to go up and verify his statement. Are you going to take your sticks and balls and bounce them down Mount Rainier next week, Weber?

Did you know Martin Biller is a married man? Yep, he deserted single blessedness June 11th. Best wishes, Martin.

Friday the 13th was a fatal day

For Fern Black Hawk's in more than one way

That's the day she spilled the ink

And scared poor Fredrick nearly pink.

Emily Mohr and Dorothy Yakes are the latest MCB'ite ladies to be added to the force and very pleasant additions you may be sure. Mr. Lee J. Murray recently joined the Electrical Department. Wonder where the Electrical Department finds the good-looking Westerners they have imported recently?

Anyone losing a house key while on an auto ride can get information on how to recover same from Harry Mendlik. Harry lost a key one night, but I understand he got it back a few days later. Was she awfully mad Harry? Why not tell the whole story, it sure is a good one.

### Des Moines Division Items

Frenchy

Conductor W. H. Hayden and wife will leave soon for an extended eastern trip visiting Chicago, Albany, Boston and New York.

Mr. Britt Stuber expects to leave soon on a months' visit with her people in Texas.

I. E. Knodel, Agent, Cooper, was married recently to Miss Lila Melton of Adel. We hereby extend congratulations to the happy couple.

We are glad to relate that Conductor H. C. Bellman was able to sit out on his porch the other day and all of his friends are hoping for his speedy recovery.

G. S. Ferguson, Agent, Nemaha, was quite ill recently but is much improved. Is taking a two months' leave of absence at the present time and the station is in charge of H. H. Jacobs.

Harry Berman, Train Baggage man, Rockwell City, was called to Philadelphia recently on account of the serious illness and subsequent death of his brother. Mr. Berman has the sympathy of his many friends on the division.

Conductor Nick McGrath attended the Shrine Convention at Kansas City and had such a good time that he has not yet returned. His friends are contemplating sending out a search warrant for him.

Messrs. Paul Barker and J. S. Moore were recently promoted to conductor's jobs.

"Bill" Keefe, Traveling Freight and Passenger Agent, recently accompanied a train of 28 cars of washing machines from Newton, Iowa, to Tacoma, Washington. Train was decorated with posters, etc., and created quite a sensation all along the route to the coast. Bill says he hopes they will never manufacture any washing machines out west.

Conductor Bill Caskey operated the ditcher as conductor during the work on the Des Moines Division which was accomplished in a very satisfactory manner this year. Operator Pfeiffer of the ditcher is said to be an expert with the machine.

Mr. and Mrs. R. P. Edson entertained all the dispatchers of the city and their wives at a lawn party at their home in Urbandale recently. It goes without saying that every one had a good time and plenty of "eats".

# Electric



# Castings

## Steel

WEHR STEEL COMPANY  
MILWAUKEE WISCONSIN

It is reported the crew on No. 97 and 98 between Rockwell City and Spencer have recently installed two telephone receivers, one in the caboose at the conductor's desk and one in the cupola, from which they are deriving a great deal of amusement. When they have passengers in the caboose, conductor will take down receiver and say "Engineer, stop at such a place", and in a few minutes train stops and passengers look on with amazement thinking what a wonderful thing it is. One day they had a passenger for Webb and the conductor took down the receiver and said, "Engineer don't stop at Webb we have nothing to unload there." Passenger immediately spoke up and said, "Here, here, that's where I get off." It is reported they even fooled the agent at Gillett Grove for a while.

Engineer Moorehead has been ill and Engineer John Allison has been operating the motor car in his place.

Mr. and Mrs. Geo. Finnicum are leaving soon for an extended western trip. Will visit Omaha, Ogden, San Francisco, Portland and Seattle.

Several young ladies from the Milwaukee and Des Moines Union have formed a club which meets every Friday night in the form of a picnic or other sort of outing. We understand they have some fine times, autoing out into the country and eating lunch, etc.

Miss Genevra Dickman, daughter of Dispatcher Geo. Dickman, and Miss Vera Price, daughter of Conductor Frank Price, leave soon to attend the National meeting of the Delta Gamma sorority at Estes Park, Colo. Expect to go by way of Omaha, Denver and Colorado Springs. Both are delegates to the convention. Miss Dickman was recently made president of the Des Moines chapter of Delta Gammas.

Conductor W. J. Caskey is relieving Nick McGrath on Storm Lake line during the former's attendance at the Shrine Convention.

Train 35 now goes through to Spirit Lake so the fishermen can try and sneak up on one or two of the fish left in the lakes.

O. M. Case, Agent, Adel, returned from the O.R.T. convention at Cleveland and then made a flying trip to Montana, but has settled down to labor now.

Our agent at Spirit Lake noticed a friend of his from Rockwell City returning from Minnesota. Farran says he didn't know there were so many fish in the world. Suppose they slipped him a pair of strong glasses and had him looking in their minnow bucket, at least that's a fine line to hand us down here where even carp won't bite.

### Deer Lodge Notes

Walter B. Strawn

District Store Keeper J. V. Miller has accepted a position with the Prime Manufacturing Co., of Milwaukee, and leaves the service of the C. M. & St. P., June 15th. It is with sincere regret that we announce his departure. The

## Relieving Congestion in Crowded Terminals

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

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

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

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

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

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

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

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

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

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

store department employees presented him with a lovely Gladstone traveling bag and a nice leather pocket book for his wife. Here's hoping the pocket book will always be full of "jack" and that J. V. will carry the Gladstone on a quick trip to the top of the ladder of success. He's on his way and he works fast.

Machine Foreman F. A. Jones was appointed to the fire department at the shops. About the second time out he fell down with the fire truck while making a run and refused to go any further. Some horse, that boy.

Harold Morse and wife are spending their vacation at their old home in Barre, Vermont. While there, Harold will attend a class reunion at Dartmouth College, of which institution of learning he is a graduate.

Ted Meyers and family and A. S. D'Autremont and family are making a ninety day auto trip of California and coast cities.

We were pleased to learn that Mrs. Paul Johnson, wife of the chief car clerk, is rapidly recovering from an extended illness.

Gertrude Hill is now prepared to lend her recipe for making checker-berry tea.

Our shop bridge over the Deer Lodge river is becoming quite a lovers' promenade. When Helen and Eddie, Laura and Adolph and a few others take a notion to use the same span of the bridge, the traffic is temporarily congested. Even Dave Erlich has been known to hang over the railing looking into the depths below until he acquired a dirty look.

We have not been announcing the bobbing of the girls' hair in the different offices (I mean in the barber shops of course). Our intentions were to wait until they all were bobbed and then announce that it was unanimous. Well, Ann Whaley has kicked in and there is only Ann Goldie holding out now.

Percy Gottlieb, A. E. F. clerk in the Superintendent's office is getting ready to go east to be married, as these notes are being written. We are unable to secure much detail, as Percy is inarticulate and is really hardly responsible for what he says and does right now.

Benno Farenwald paid Deer Lodge a visit recently, while on his way to accept a position as night roundhouse foreman at Avery.

### Bad Land Echoes

*"Bill Mike"*

I am taking my vacation with my friend and pal "Old Ted", we have been at Kansas City saw the Shriners raise "Old Ned". Heard their bands and saw them parade up and down K.C.'s main streets, saw their stunts and heard their voices and it surely was some treat. Now we'll feel a heap contented just to settle down once more do our work without a murmur when vacation days are o'er. All the men at our old roundhouse had a ball game at the park and the marrieds played the singles truly it was quite a lark. Many men were decorated with a leather badge and then some one brought a box for Eddie he's so short as ye all ken. And they brought a board so fashioned that he could not help but hit any ball within a radius of a rod, or close to it. To our Murph they gave a bouquet of wild flowers gay and sweet, Murph calls "Time" while he goes over lays them at his sweet girl's feet. The marrieds made many home runs, while the singles made a few, but the marrieds had them out classed, as they nearly always do. At the end of the ninth inning the hen's had thirty-nine and the batches had but thirteen, but the game was surely fine. So the Singles learned a lesson and are anxious as can be to get married—and sign up—and for example—see Murph-y. I am very sorry to relate that John Kinney fell asleep upon an engine, I must tell, and awaking found his feet, within a' pail of dope—how sad this is to tell, I am sure he lost his socks—and truth to tell he did not have any more. He wore his shoes without his socks, for almost two weeks, I guess, we

claimed he lost them on the game betting the Singles were best. We see that Murph seems awful sad since the school year's o'er again the teachers all have gone away and left him alone in pain. Although he saw her partway home he misses her just the same, for his sake let us hope that soon she'll willingly change her name. We met Ogden at Chicago and Frank Gilbert at K.C., they asked us to remember them to the whole Trans Missouri. Kindly excuse our briefness here, but when vacation is o'er I will promise to do my best and write all the news once more.

### From the Banks of the Wabash

*Roberta Bair*

"We work while you sleep." Prior and Pfeiffer Contractors.

If anyone of the Milwaukee Employees have any good reducing or rolling exercises, send all suggestions to Donald Isgrig, Hullman Street, Terre Haute. They will be appreciated.

Aaron Wright has taken up typewriting and his only understudy is Smithy.

### Toot-Toot

Just to wait for a train  
Always gave him a pain;  
He tried to cross first—  
To his sorrow,  
But the train was too fast  
'And he didn't get past—  
They're having his funeral  
Tomorrow.

—As the Coroner Sings It.

"Would you rather try to beat that train or interurban to the other side of the railroad right of way—and just get up to and including that crossing, or take your time, use a little of the common sense God is supposed to have given us mortals and be only a few seconds or minutes late to your destination?"

This query is proposed by the safety bureau of the Hoosier State Automobile association, the state-wide organization of automobile owners which is working for safety and protection on the streets and highways.

E. L. Notley, Roundhouse Foreman at Hulman Street, will motor through with his family to Denver on a vacation trip, the last two weeks of June.

Fred and Howard Hollis of the Stores Department spent the first two weeks of June on a vacation trip to Buffalo and Niagra Falls.

John Unison is making the rounds as material puncher for the Stores Department to Faithorn, West Clinton, Terre Haute and Bedford. We understand John is looking over the widow list at each of these stations.

A. L. Bert of Chicago was appointed Assistant Division Engineer, May 29th, to take the place of P. R. Elfstrom, resigned.

A special train went over the line June 3rd and 4th with Chicago officials, who were making an inspection trip.

A radical force reduction has been made on our Division in all department. Bedford shops are closed for an indefinite period of time.

Trinity Springs Hotel is now open for the summer season. Trinity is located only a few miles from our Indian Springs station and the springs and hotel are owned and operated by J. W. Thompson, formerly Superintendent of the Terre Haute Division during the John R. Walsh ownership. These springs are said to be equal even to "Old Pluto" at French Lick.

Miss Marie Stwalley, Comptometer Operator, recently spent an enjoyable week in Chicago.

Mr. F. G. Pearce and family will spend a vacation soon in the Ozarks.

All the dumb-bells at Hulman Street are spending the noon hour playing Horse-Shoe. Understand the Stores Department are in the lead at the present writing.

R. M. Blackwell, Chief Clerk to Master Mechanic at Hulman Street, will take his family on a vacation trip to Connersville, Indiana and

Sidney, Ohio, the last two weeks of June.

Mrs. Bertha Patton, Clerk to Roundhouse Foreman E. L. Notley, is back on the job after spending a delightful vacation in Terre Haute.

T. Green, former Boilermaker Foreman at Bedford, is reported to have recently suffered a severe stroke of paralysis.

Mrs. Martha Skirvin, mother and son are back in Terre Haute after spending two delightful weeks in Florida.

Henry Denzler will spend his vacation seeing the sights in New York and Atlantic City soon.

Hugh Bragdon spent a delightful vacation in Evansville, Indiana.

Divisions 19 and 441 of the G.I.A. to the B. of L. E. had a joint all day meeting June 11th. A good dinner and enjoyable time was reported by all.

### Iowa Division

*Ruby Eckman*

Operator George Disberg and family of Manilla and Brakeman George Tuft of Perry were in Tomah, Wisconsin the latter part of May to attend the funeral of James Bowen an old Milwaukee employee.

Machinist Elmer Swanson of the Perry roundhouse force was laid up in May with an injured foot.

Conductor Edward Banyard was off duty in May, due to some broken ribs.

Conductor Phil Aeck and family drove to Montana the first of June, expecting to be away about a month on the trip.

The Iowa division has been handling a number of special express trains with fruit shipments from California during the last couple months. The express trains make nearly as good as passenger time and are choice runs for the crews.

Chief Carpenter E. Collings of Perry, attended the funeral of C. G. Vollmer at Elk Point the fore part of June. Mr. Vollmer was for many years a Milwaukee carpenter.

Due to the fact that the train orders from Neola are now handled by the operators who work jointly with the Milwaukee and the Rock Island in the tower at Neola, a number of changes have been made in the operator's assignments. O. J. Atkins who worked one of the tricks which was abolished took second trick at Ferguson, made vacant when C. A. Conklin moved to Madrid to take the trick which operator Swearingen left when he bid in one of the new jobs at Clinton. Operator McGuire who was on the second trick which was abolished at Neola is working as relief agent at Weston while A. E. Fiala is looking after his farm work.

M. H. Lawbaugh, Agent at Manning, asked to be relieved the fore part of June for quite an important event, that of the marriage of his son Roy to Miss Ione Reynolds. The ceremony took place at the bride's home on June 10th and was witnessed by the relatives and friends of both young people. After a short honeymoon the young folks will go to housekeeping at Evanston, Ill. where Roy is employed by the Bell Telephone Company.

Conductor A. B. Cate's wife fell from the back porch the latter part of May and was quite badly injured, necessitating her remaining in the house for several weeks. Mrs. Verto Reichert came out from Marion to be with her a while.

Mrs. Eber Needler, wife of the third trick ticket clerk at Perry depot, was taken to the hospital at Iowa City the fore part of June for treatment.

Conductor Fred Tomer was brought home from his run at Atkins, June 10th, suffering with appendicitis. An operation was performed at the Perry hospital shortly after his arrival as his condition was considered serious.

A number of Milwaukee officials attended a Railroad Community Day banquet given at Rhodes, May 27th.

Engineer E. J. Murphy, wife and daughter have gone to California to spend several weeks with relatives. Mrs. Owen Fox and daughter have also gone to California to spend the summer and train dispatcher Frank Johnson and family were called there the latter part of May by the death of a relative.

Several of the train and engine men were off duty during the commencement exercises of the Perry schools the last of June account their sons and daughters being members of the graduating class.

The ladies of the O. R. C. were invited up to Fort Dodge the last of May guests of the Fort Dodge Lodge. They reported a wonderful time and came home with a lot of first and second prizes awarded in the ladies field meet. Some of the women were hardly able to get around the next day after such violent exercise, but they all are anxious to go again.

Engineer Mel Foster is mourning the loss of a valuable watch chain and Elks charm which was lost some where between his home in Perry and Savanna. It was dropped one night when he went out on his run on No. 6 and has never been found.

There is a new machinist at Perry. He isn't on the pay roll yet but will be some day. For the present the young man is the center of attraction at the home of Machinist De Witt Gibson. He arrived June 9th and weighed 9½ pounds.

Agent W. W. Stahl returned to work at Capron, June 6th, after a several months lay off during which time he and his family were in California. T. L. Howlett was in charge of the station during his absence.

Helen Cathill, daughter of Engine Foreman Scott Cathill, of the Perry Yard force, was married June 5th to Archie Skinner. The young people will live on a farm near Perry.

Engineer M. J. Hildrith has gone to Monticello to take the branch line for the summer. Mrs. Hildrith went to Canada to spend the summer.

At the last Safety First meeting in Perry, the matter of railroad crossing accidents came in for a good share of the discussion and the committee had figures to show the appalling number of accidents at railroad crossings. At the meeting, all present signed the pledge to stop their cars before crossing a railroad track or if riding with some other driver to do what they could to induce him to make the stop. Several other railroad employes at Perry who were not at the meeting have fallen into line and are doing the same thing.

Ross Ketchpaw and wife of Milwaukee, Wisconsin were in Perry, May 27th to visit with Roadmaster John Garrity and family. The next time they come down, Ross is going to bring his golf sticks and some of the Perry office force are going to take him on for a couple rounds of golf on a real course. If he doesn't come back too soon Mr. Garrity will be able to give him a trimmign as he is learning the game.

Brakeman Ray Johnson was called to his home in Aiken, Minn. the latter part of May by the sickness of his sister. The young lady passed away before he arrived home.

Miss Leona Connell who has been working in the store department at Perry for several months resigned the 1st of June to go back home and get married. She didn't tell us anything of the particulars but of course she got the best man on earth, at least they all think they do. Leonard Anderson came back from Marion office and took the position she held.

C. A. Trask of Laredo, Mo., has taken the position of Car Foreman at Perry, left vacant when G. F. Beaumont went to the new position in Arkansas.

Terminal Train Master M. Gallagher spent part of his vacation in Perry in June having stopped off here on his way home from a trip

to Minneapolis, and Detroit where he saw some good ball games and had a real time. Mike brought home a souvenir which he prizes very highly. It is the first base ball pitched by Walter Johnson, in the big game. It was autographed and presented to him by Ty Cobb. Mike had a close friend on the team and it was through him that he met Ty and Johnson. It was probably a good thing for Mike that his old friend Jack Mitchell of Seattle wasn't at the same game or Mike would never have received the souvenir.

### S. M. West Notes

Ray H. Hoffmann

Section Foreman Elmer Hanna of Forestburg and Section Foreman Carl Bulbrandson of Lake Preston, spent the holiday, May 30th, at Madison visiting friends.

Car Foreman Frank Washburn of Madison spent the week-end at Austin, Minn., recently.

"Johnny" Carr is the proud owner of a brand new Ford Sedan. We suppose the next thing he will do will be to get married. How about it?

Both Roadmasters T. McGee and J. S. Healy of Madison are bachelors at the present writing, as their respective wives have gone away on visits. What surprises us is that they would leave them at home alone, for even a short time.

Myron (Mack) McCreedy, Passenger Brake-man on the M. & B. line has returned to Madison from an extended trip to Seattle, Wash. and other points along the coast. "Mack" went back to work on June 1st and we are glad to see him on his old run again.

We agree with Helen Kirwan, who sends in the "Musselshell Minutes" as to—What is so rare as a flower bed around a railroad office,—but we are proud to say that should she come to Madison, So. Dak. this summer, she would find one of these rare flower beds in all its glory at our station. We also have other attractions here at Madison, which is noted for its lakes and summer resorts, so here's hoping she will pay our city a visit.

The employees of the S. M. West wish to extend their sympathy to the family of Passenger Conductor Jake Bitran, of La Crosse, Wis., who died on May 23rd. He was well known and liked by his fellow employes. "Jake" was one of the old veterans, being in the service of the "Milwaukee" over 30 years. The remains were buried at Madison, So. Dak., which was his home for a number of years, before moving to La Crosse, Wis.

We all take great pride in our little station park at Lake Preston, So. Dak. The park has a beautiful lawn, in which are set in raised letters the name of the station. A number of fine apple trees furnish an abundance of shade and are a pretty sight to behold when in full blossom each spring. The park is enjoyed not only by the patrons of the "Milwaukee" but also by the town people of Lake Preston. Our Section Foreman Carl Gulbrandson who takes care of the park is to be congratulated for his work.

Faye Crabbs, Ticket Agent, at Madison leaves on Thursday, June 12th, with the Madison Company of Engineers to attend the two weeks military training camp in the Black Hills, at Rapid City, So. Dak.

Agent Harvey Gregerson of Madison spent the week end recently at Albert Lea with his mother. Harvey advises that the farmers around Albert Lea are in far better circumstances than the average, on account of diversified farming and nearly every farmer has a silo and a good herd of dairy cattle, which brings him a steady income the year around.

On June 9th, the Sioux Falls Business Mens' "Sunshine Special" consisting of ten steel cars, including diners, sleepers and observation cars and handled by two G-6 engines, started on a 3 day tour over the Milwaukee lines to the Black Hills and back, covering some 850 miles and

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stopping at more than sixty towns in South Dakota. The "Sunshine Special" was made up of 130 Sioux Falls business men and the Sioux Falls Municipal Band. They stopped at Madison during the noon hour for 30 minutes and seemed to be very well pleased with the splendid service the "Milwaukee" was giving them on their tour. It is said to be the biggest Business Mens' Boosters Special ever run in the state of South Dakota. Herbert Sheldon and H. Campbell were the Engineers and Eli Winesburg, Conductor on the Special from Eagan, So. Dak. to Wessington Springs.

Dan Lawler, Pass. Condr. on the M. & B. line, took a short lay-off the 1st week in June, which he spent at Minneapolis, Minn. on business. Condr. Eli Winesburg relieved him while away. Mr. and Mrs. Lawler enjoyed a pleasant visit from their little grand-daughter of Woonsocket during the latter part of May.

A very enthusiastic Safety First meeting was held in the Passenger Station at Madison on the evening of June 3rd, about 30 employees being present. Quite a number of Safety First items were brought up for discussion and a very nice talk was given on Safety First practices by both Chairman E. A. Meyer of Austin and Inspector Esch of Minneapolis. Special attention was given to urging all drivers of automobiles to stop before driving over an unprotected railroad highway crossing at grade and for all railroad men who own cars to do so, in order to set an example to the public, in Safety First.

O. D. Theophilus, Operator, at Jackson, is at present doing relief work in the Chief Dispatcher's office at Madison, So. Dak., working the third trick. We all welcome Mr. Theophilus to the S. M. West.

**Whither Are We Drifting**  
*An Old Vet Conductor*

Whither are we drifting? Day by day we see our ranks getting thinner and thinner. What is wrong? Can we not do something to keep the old boat afloat? I mean the Company that we work for. Our crews are getting fewer every year and as far as I can see we stand idly by and not by act or word lend a hand to make things better. Now I would suggest that a move be set on foot to try and help all we can to regain some of this business that we have lost. There is a way to at least assist if we only stop and think.

Now this truck and bus business is making a large deficit in the earnings of the Company, and we could help to stop that to some extent by an effort on our part. Take our own little city of Madison, S.D. for instance. Our monthly payroll runs all the way from \$25,000 to \$30,000 dollars per month and the most of that is spent in Madison—one-half at least. We could easily see who was patronizing the truck and also the bus and we should by all means leave them to enjoy the patronage of that class of trade; and the man that patronizes the Railway Company, is the man we should tie to and talk to others to do the same and I think this would in a short while bring results.

Give this a thought. It is getting more serious every day. This could be applied at all places—with the few as well as the many.

On May 27 the Railroad Commission of Iowa and Nebraska gave the C. & N. W. permission to pull off three trains out of Omaha. How soon will this strike us, no one knows.

As election is getting closer and we have a chance by our vote to place no one in office that has an idea that as he has been elected to office, it is his first

duty to enact some law that is detrimental to the Railway Company, which in the end will be felt by us.

Now this is only a suggestion. If anyone has anything better to offer—Shoot! But let us get started. When I say we stand idly by, I mean that this is the disposition that many of our employees display.

Read this over once or twice and it may appeal to you—better yet get a copy and hand to your wife as she does about all the shopping and part of the voting. She can be a great help in getting results along these lines.

**Life**

Man comes into the world without his consent, and leaves it against his will.

During his stay on earth his time is spent in one continuous round of contraries and misunderstandings.

In his infancy he is an angel, in his boyhood he is a devil, in his manhood he is everything from a Lizard up; in his duties he is a fool.

If he raises a family he is a chump; if he raises a check he is a thief, and then the law raises L with him.

If he is a poor man he is a poor manager and has no sense, if he is rich he is dishonest but considered smart.

If he is in politics he's a grafter and a crook, if he is out of politics you can't place him as he is an undesirable citizen.

If he goes to church he is a hypocrite, if he stays away he is a sinner.

If he donates to Foreign Missions he does it for a show, if he doesn't, he is stingy and a tightwad.

When he first comes into the world everybody wants to kiss him.

Before he goes out they all want to kick him.

If he dies young there was a great future before him, if he lives to a ripe old age he is in the way, only living to save funeral expenses.

Life is a funny proposition after all.

If you save money you're a grouch, if you spend it you're a loafer, and if you don't get it, you're a bum.

So what's the use.  
Life is just one thing after another.

—Selected.

**No Question About It**

A child adopted from an orphan's home was being ridiculed by the other children because he had no real parents. The conversation went as follows:

"Aw, you haven't got any real father and mother."

"Maybe I haven't, but the ones I have got love me as much as yours do."

"They do not. Ours are real parents."

"Well, mine love me more than yours do you, 'cause mine picked me out of a hundred other babies, and yours had to take what they got," replied the adopted son.—Exchange.

**Worth While Girl**

Any girl can be gay in a nice coupe;  
In a taxi they all can jolly;  
But the girl worth while is the girl who can smile

When you're taking her home in a trolley.  
—Exchange.

**Not Quite Clear**

"Are the directions clear to you now, Jefferson?"

"Yes, sah, all except one thing, doctah. Was I to take dose little pills externally or befo' meals?"—Judge.

## Noted Author Objects To Taking Off of "McQueeney's Train"

Miss Zona Gale whose home is in Portage, Wis., joined the general wail over the change in La Crosse Division Trains 10 and 23 out of Portage. This train is known locally as "McQueeney's" train" and Miss Gale certainly pays the veteran conductor deserved praise in her letter which follows:

Dear Mr. McQueeney:

I didn't know, Saturday evening, that I was making a farewell trip on the "McQueeney". I did not hear the bad news until father told me when I reached home. I cannot believe that this arrangement will last. Portage, and Milwaukee, and the summer people at the lakes, and the whole list of stations will miss it too much. And I wonder what they will travel on, for when I came into the Portage car at Watertown, the coaches which I passed through were filled, and in the Portage coach I had to take somebody else's seat!

The McQueeney train is to me an institution, and an historic one. Ever since I was a little girl I have traveled on it—and that is certainly historic. It seems to me a personal calamity to have it discontinued, even temporarily.

But in any case, I want to thank you for innumerable courtesies, over all these years. Your personal interest in the comfort and convenience of the passengers, your protection of our losses and our forgetfulnesses and our stupidities has been beyond belief. Nobody else is going to exercise that genius for being a personal conductor to your whole flock. This sort of thing is an asset which no railroad can afford to disregard, and they and we are losing something quite irreplaceable until forty odd years have built it up again. And not then, either!

Faithfully yours,

Zona Gale.

## Musselshell Minutes

By Spareribs and Gravy

The readers of the Musselshell Division minutes for this month are in the same boat as the young man who married a girl who did stenographic work all her life and cooked her first meal for him. He had to overlook a lot of things, for H.K. the wizard with a pen has left his land of Cactus for a little vacation of 90 days to Bross, Nebraska, where she learned her readin' and writin' and 'rithmetic. She tells us to visit her folks, but from the inside dope we got "Folks" is a funny name for it. Any way we hope he has a nice disposition like her.

We are a little peeved Helen 'cause you didn't bring the new girl around and introduce her to the gang, but Miss Hatch who is relieving you in the Dist. Engineer's office is very pleasant and we still receive a similar sweet smile from that office (only when Bill Dougherty isn't busy, then no one has a chance.)

Spring will do it every time. Look at the lineup below.

C. V. Nelson, Draftsman in Engineers office, sailed into the Sea of Matrimony and took unto himself a wife. The lucky lady being Miss Knutson. Carl, we told you these beautiful Montana Evenings would get the best of you. We wish you the best of success.

And who'd a thank it. "Bill" Caine, Fireman, also got tired of the beanery grub, so he made the choice of his life and now Miss Nellie Homewood is the ruler of that house. Oh, Boy, you should see the smiles now. Bill, we congratulate you.

It wasn't the sleeping sickness that got hold of Barney Hubbard, Storehouse employee, for he was wide awake and was married to Miss Brooks. Barney, you sure don't look disappointed either.

Another little Wolfe was left at the home of Frank Wolfe, Lineman. He now struts around like he don't want to "Keep the wolf from the door."

We now claim the heaviest railroad volley ball

team on the railroad. You will agree with me when you see 'em in action at the Y.M.C.A. Jeff Kelly, Art Mayo, Ray Clevenger, Chauncy Tarbox and Deve Boys. Oh, yes, we had to reinforce the floor, but we challenge any time west of the Missouri.

Lester Brown, caller has been on the sick list. Been spending a lot of time at the hospital. Cause—Heart unsteady.

Chief Dispatcher Kohlase says the engines on the Musselshell Division are about all in. He has cut the car limit down to 120 loads now.

Engineer A. L. Whipple on the Roundup Switch Engine, has resumed work after an enforced leave of absence due to illness and a surgical operation in the Miles City Hospital.

Agent E. E. Close, Ismay is on his annual vacation, spending the time with home folks back east, and testing his skill with the rod and line.

Agent Montgomery, Calabar, usually has to come to Miles City for his thrills, but one balmy day about the middle of May, while Monty was hoping for a diversion of some nature, he discovered the depot on fire. With some lively work on Monty's part ably assisted by some neighbors, the fire was extinguished with very little damage.

Trainmaster J. P. Rothman and Mrs. Rothman are on their annual vacation which is being spent visiting relatives in Wisconsin and Michigan. Before leaving John said he was getting tired of hearing all this bunk about the biggest ones always getting away and he felt sure that if they were persuaded properly, they could be landed. At least he was going to investigate, he says he just loves the word "Investigate".

At this writing our esteemed friend and co-worker W. N. (Bill) Ross is confined to his room with a severe attack of pleurisy. Bill, we miss your kindly greeting and cheery disposition and we trust your illness will be of short duration, and that you will be back on the job before this reaches the editor's desk.

The steel gang, ably assisted by the "Gallop-ing Goose" (rail laying machine) has completed the relaying of steel as far as Musselshell, which completes the work for this season. In addition to the changing of steel, the passing sidings at Bluffport, Terry and Calypso were all extended, so trains of one hundred cars can meet without the usual delay of sawing by. This was certainly a much needed improvement.

M. L. Johnson, Car Foreman at Miles City, has been transferred to Tacoma with the same title and was succeeded by H. A. "K.O." Grothe. Good luck boys.

Clifford Alderman, Chief Clerk to Dist. Engineer, the wizard with the "Sax" went to the Shriners convention at Kansas City with the Cow Boy Band. Did he look like a Cow Boy?—Say, did you see that Ten Gallon Hat, Purple Silk Shirt, Powder, River Handkerchief, one pound gun, yellow and white chaps (Guess the hip pocket was empty) and all his lady friends were down to see him off and hoping he gets back O.K. I bet he had a bunch of fun and hope he tells us about his trip.

## La Crosse Division

C. W. Velsor

The La Crosse division engineers were selected when the motive power department equipped the 6300 with the new Alemite lubricators and greasing system for the test. It is gratifying to the enginemen to know that their judgment along mechanical lines is respected.

Traveling Engineer J. J. Little attended the air brake convention recently held in Canada. Jack returned home in the middle of the night and no one knows if he came back with an extra satchel or not.

Miss Midget Pope the Superintendent's stenographer, should be specially commended on her ability to keep two members of the well known

male species dwelling in the Elysian Fields, each assured that he is the only one in HER affections. From Monday A.M. until Saturday noon the ring is on the right hand and a certain young clerk wears a smile that reminds one of a Greek extra gang laborer straining soup through his moustache, but Saturday noon, preparatory to the week end in the thriving metropolis of Wyocena, it is transferred to the left hand and HE treads on air.

From all indications in the younger set "Lottie Farnham" has about collected all his interest in the Kilbourn Bank although his investment is considered a good one he will soon withdraw his principal and we are told that the happy event will soon take place.

R. L. Fischer, who is our handsome silk glove relief agent, has been working all along the line. Camp Douglas, Milwaukee and other places where a good man is needed.

Well, George Birchler finally passed the cigars when a big baby girl arrived at the Birchler home in Milwaukee on May 14th. At the same time Agent Milke Tracey of Doylestown was blessed with twin boys whom he tells us are already learning the Morse Code.

After a long and vigorous protest the division officers were finally permitted to rearrange and change McQueeney's train between Portage and Watertown. Mr. McQueeney who for the past forty years ran his local train out of Portage at 7:00 A.M. for the convenience of his many patrons now leaves at 3:15 P.M. It has been reported that the first morning many of his regular patrons refused to his train's work saying "that they wanted Mc-board train No. 12 which was scheduled to do Queeney's train".

The 609th engineers of the 86th division composed of all C. M. & St. P. employes has been practically completed and the war department state this will be the first one to finish the work. Trainmaster T. P. Horton has been in charge and commissioned Major.

Paul Mahoney, Night Ticket Clerk at Portage, seems to be making numerous trips to Bangor lately. Understand it's a school teacher. That's right Paul no one ever gained knowledge without going after it.

Sam Hunter was called to Minneapolis recently account the serious illness of his daughter.

E. C. Bergeron Mauston has taken the second trick at Kilbourn for the summer place old Peggy Learmonth who is relieving the Agent A. D. Finegan during the rush tourist season.

Reason for the dazzling light in the Superintendent's office at Portage recently a "sparkler" being displayed by Marjorie Pope, Superintendent's stenographer. Who's the lucky "he" Marge?

Julius Voltz says he is having a great time at the Springs where he is hibernating for a month. Better be sure and bring the fur coat back Julius you'll need it.

Lucille Stowell, Superintendent's office, has returned after a sixty days leave of absence. Says she is good as new again.

Car Inspector Albert Manthey, Portage, while inspecting freight train extra east in Portage yard, 12:30 A.M., June 6th, was struck by a stray rod hanging on outside of an empty all steel gondola car, placed there by some person unknown, said rod striking him in the stomach throwing him on his back and his right foot came in contact with car wheel badly crushing the foot. Manthey was given first aid treatment by Mr. Henney and removed to St. Savior hospital, Portage.

While train No. 17 was pulling out of Portage Station a young man named Read attempted to steal a ride, attempted to board engine tender, slipped off at coal shed Portage, and was badly injured on body and head, was taken to St. Savior Hospital, Portage for treatment.

## Dubuque Division

J. J. Rellihan

Corn weather didn't arrive until June 12th this year; three weeks late.

Yardmaster Geo. J. Rehm of Marquette was lucky enough to draw a fine Essex-Six which was raffled last month by the Dubuque Oxus-Grotto Drill Team.

Telegrapher Joe Gerkey submitted to an operation for appendicitis at LaCrosse the latter part of May. He got along in fine shape leaving the hospital in two weeks and no doubt will be back on the job in a short while.

Section Foreman John LaTronch of New Albin, mourns the loss of his mother, death taking place at Harper's Ferry, May 23rd, where she has resided all her life.

Harry Mullins has again taken charge of the station at Clayton, resuming work May 28th.

Safety First Inspector Crooker made a trip over the Dubuque Division last month.

The many friends of Conductor D. G. Cronin will be grieved to know that Dan has been quite a sick man for the past month. Reports are now that he is recovering, and it is sincerely hoped that he will soon be back on his run.

Station Baggage man Ed. Powers of Dubuque is enjoying a two weeks annual vacation.

Station Agent W. H. Wyse was called to Oshkosh last month on account of the serious illness of his mother. His place at Waukon Junction is being filled by Mr. Reiff.

Conductor "Happy" Schwartz is taking his annual vacation, being in charge of the weed burner, doing its duty on this division.

Conductor R. H. Kearney is in Chicago, being called in on R. R. C. General Committee work.

"Jimmy" Dugan is making business good for the lead pencil factories, as he just discovered a trick of breaking a pencil in two with a paper dollar.

Night Chief V. McCurdy of the Dubuque Train Dispatcher's office is the first one of the office force to get his annual vacation.

Brakeman Geo. Artus had the misfortune of losing a purse containing about \$65.00 somewhere around McGregor. Whoever picked it up got it to the Yard Office at Marquette in some way, but first took its contents as a reward for finding it.

After a long siege of illness Anson Harrington one of our most popular telegraph operators, lately being employed at Gordon's Ferry, died at his home at Bellevue, Thursday night, May 12th. Arrangements are made for the funeral to be held today (the 15th). We are without particulars for a fitting obituary.

## Aberdeen Division

R.G.H.

It was on May 24th that Frank Parsch, our Chief Timekeeper, ceased being a very eligible young bachelor and became a very much married man. Mr. Parsch and Miss Agnes Hatch were united in marriage Saturday evening, May 24th. To you, Frank, we extend our most hearty congratulations and best wishes for a happy wedded life.

Anticipation and realization are two vastly different things. At the present time there are some in our midst who are anticipating a big chicken dinner to be given on an imaginary chicken farm by two of the "fappiest flappers" you've ever seen. We are wondering whether the anticipation will be anything like the realization. Personally, the writer feels that he would prefer that cold hard silver "buck" to anymore of the said chicken dinners.

We were very fortunate a few days ago in having the opportunity to see and hear the famous Major Martin former commander of the world fliers. Major Martin, who was passing through Aberdeen on No. 16 gave a very interesting talk relating a few of the hardships he and his mechanic Sergt. Harvey experienced

while fighting their way back to civilization after meeting with the serious accident in the most northern part of Alaska.

Here is one that is almost too good to pass up. It is said that the following incident happened on one of our neighboring divisions. It seems that this said division had a branch line which was noted for its roadbed. A new brakeman making his first run over the road at night was standing in the center of the car, grimly clutching the seats to keep erect. Suddenly the train struck a smooth piece of track and slid along without a sound. Seizing his lantern, the brakeman, ran for the door. "Jump for your lives!" he shouted, "she's off the track."

Ed Holts, Ed Thompson and Max Hansen, the fishing trio, recently spent a week end at Big Stone Lake making it tough for all the bass, trout and pickerel. Ed. No. 1, says the next time they make that trip some one else will have to act as alarm clock.

Miss Helen Warner, our Comptometer (pronounced like thermometer) Operator, is taking her annual vacation. Kansas City seems to be getting all the grapes this year. First it's the Shrine Convention and now Helen.

Engineer L. J. Kane is again back on the job after spending the winter months in Florida.

Viola Diestler so they say  
Has a bright and gleaming JAY.  
Down to Stillwater she did went  
And a few days with Jay she spent.  
Swimming and canoeing they did go,  
This Viola and her beau.  
Up the rivers and down the lane,  
These two hearts that beat the same.  
But AH! at last the days were spent  
And back to Aberdeen she went.  
But never fear Viola dear,  
It won't be long and HE'LL soon be here.

Veteran Machinist C. F. Snyder, who has been laid up practically all winter with rheumatism, is again able to be up and around, although he has not as yet returned to work. Mr. Snyder is the first machinist employed at the Aberdeen Shop having a perfect record of 35 years. We surely wish Mr. Snyder a speedy and complete recovery, hoping to see him back at his old job in the very near future.

Brakeman Emil Bechtle has taken a 90 day leave. Emil expects to visit Kansas City and Tuskan, Arizona. We are hoping Emil gets back safe, you know you can't tell what these southern girls will do to a good looking passenger brakeman.

The following would consider this heaven:  
WOH, to help someone else fix his car  
Walt Amundson—A carload of matches.

Chas. Wales—A coffee hydrant next to his desk.

Mark Mentzer—Wheat to go up 4c.  
Gussie—A few pictures to hang up in his office.

Frank Parsch—A few more chicken dinners.

## Idaho Division

R.C.P.

Conductor "Dutch" Schurch was planning to spend Sunday at an old fashioned Dutch picnic just over the border. Oh, boy!

The family of roundhouse foreman H. H. Stewart, of Malden, have arrived there and now the beanyery has lost its star boarder.

Mrs. R. C. Peterson and daughter Phyllis are visiting relatives and friends in Iowa. Mrs. R. W. Beal and daughter Maxine are also in the east.

The Spokane—St. Maries local has been pulled off and 65 and 66 are taking care of the work between Spokane and Avery.

The Universal Film Co. swarmed down on St. Maries yestery in a large body. We understand they are to stage "The Tornado" in the wild country above Marble Creek where they can find plenty of logging camps, timber men and the wildest country in the west.

Someone should have told Fred Carlson that an automobile will not run while on its side. He wouldn't have had to try it to find it out.

Section foreman Joe Prune, of Ethelton, has returned from Italy, where he had gone to bring home Mrs. Prune but on account of the quota from that section being filled he was unable to bring her back with him.

Miss Gertrude Alden, of Chief Dispatcher's office, has a new Ford sedan. She calls it her "show case". There is just enough room in it for herself and her brother's feet she says. Gertrude is learning to drive it on the street in front of her house and the neighbors have given up the street to her. Won't even let their kids out. One neighbor said Gertrude is sure in love with her car. She even talks to it, but that's no sign. No one has nerve enough to ride with her and talk she must so she talks to the car.

Brakeman Frank McGowan, of the St. Maries branch, who has been in the south for more than a year for his health has completely recovered and is back on his run.

Brakeman Wally Webster underwent an operation recently and is now feeling fine.

Conductor W. J. Peters was taken to either Rochester, Minn. or the Rockefeller institute to have a very serious operation performed on a goiter.

Operator Chas. W. Coburn and Miss May Bell of Manito were married June 10th. They are spending their honeymoon on the coast. We all certainly wish them a very happy future.

We notice Engineers Larson and Flynn have come over to the Idaho Division from the coast. As long as we keep getting the best we are glad to see them come.

Mr. and Mrs. C. E. Potter and son Eugene have returned from Chicago after a long stay.

## Heart of the Columbia Basin

Vacation time is here, Car Foreman Weber departed for parts unknown for his two weeks. Ice pick B. C. Root off for points on the coast. Special officer Daly motoring through Montana.

Chief Inspector Kamm, of the Ice Picks, is relieving B. C. Root. Ben should have given him a little instruction in regard to an ice pick's actions as Kamm is not familiar with the lingo that Ben rolls out when perishable freight arrives.

Special officer J. F. Rock is relieving Daly, can readily see he is from the coast country as he was seen running toward his office, upon inquiry WHY all the rush replied going to rain and going for my coat. Then the bunch started singing, "You're at Othello, and it ain't going to rain no more."

The Tacoma Store Dept. ball team came over May 30th to play the Othello team, (report from Tacoma that they never came back). Out on the field, with bright new uniforms with The C. M. & St. P. emblems during practice. The Othello players and rooters being mostly Milwaukee employes gave due respect to the Emblems on the suits but forgot all loyalty when the game started. Jack Dorsey, the pitching ace of Tacoma in the box. Othello to bat. C. B. Olary, 2 bagger; P. Olary, home run; P. Williams, home run; J. Donley, 2 baggers; I. Olary, a single—Babe Ruth—Shang Crider to bat and Dorsey to the showers. That was all the excitement until the ninth inning, Tacoma to bat, 2 out, 2 strikes and the score stood, Othello, 23; Tacoma, 5.

Alibi—Dorsey's dream—Was sitting in the lobby of the Donley hotel, when in came a cow puncher riding a fierce looking mountain lion using two large live rattle snakes for reins, a couple of smoke wagons in belt, chewing Bull Durham, asked the bartender for a drink of raw

wood alcohol cut with crude carbonic acid and gasoline. Was asked what he was doing, said he was umpiring for the Othello ball team but the tough ball players chased him off the grounds, Dorsey said that was the way the boys looked to him when at bat.

W. D. Askew, Storekeeper, Othello, has been transferred to Minneapolis. A. E. Johnson, of Tacoma, is relieving him.

**S. M. East**  
R.G.E.

Who said the C. M. & St. P. Baseball Team couldn't be on top? Thus far this season five games have been played and only the first game was lost. June 8th the team took the Hormel Office force on for a seven inning game and cleaned them up 47-0. Concord came into Austin with flying colors a week ago but after nine innings of hard work they went home feeling like the dickens, having met defeat at the hands of the Milwaukee Colts. I think it is mean not to give the opposition any scores and would like to see a game scheduled with some neighboring division. You may score but I feel confident the Colts will walk off with the Gravy.

H R. Wood, Agent at Lanesboro, is taking a two month's leave of absence. During this time Mr. H. S. Hoff will be in charge of the station and Lyle Olson will be operator.

Evelyn Wigness of the Master Mechanic's office, is enjoying a two week's vacation at her home in Adams. Ev says this idea of taking a long trip during a person's vacation and coming back all tired out has nothing on staying right at home with mother.

Marce said she would like to call Cliff a new name. The name she picked out in Shakespeare, but she says Shakespeare was really a good poet.

We have been expecting Bob to pull out for St. Paul every day since school let out, but so far he has stuck to his post unflinchingly. It must be terribly lonesome at times but he sure keeps good natured.

As the stork passed over the home of Mr. and Mrs. G. B. Williams on Monday, May 19th, he left a small package in their charge. It was a boy and he weighed 8 pounds. Jack Hogan says he doesn't believe he will be a good singer as he just won't exercise his lung power. I am inclined to believe Jack is a powerfully sound sleeper.

Understand Gussie has a secret. She may tell you all about it if you promise faithfully not to tell a soul.

On Sunday, June 1st, an accident occurred in Albert Lea, Minn., which resulted in the death of Axel Larson, brother to Alfred Larson, S. M. Division Timekeeper. The sympathy of the entire division is extended to Alfred at this time.

Mr. Holmes tells us he saw Ellerton on the Excursion to Winona on Sunday, June 8th. He also stated that Ell had a very keen woman with him. None of the rest of us got a glimpse of her so we have to take F. J. H's word for it. We do know that he shipped her out of town early Monday as he isn't taking any chances on losing her to one of the Milwaukee Sheiks.

Frank Bradt spent Sunday, June 8th in St. Charles. Most likely he spent most of the day shaking hands with old friends, or holding hands with a friend.

Mr. E. A. Graves, Manager of the Van-Noy Lunch Room at Austin, has been transferred to Montevideo, Minn. and the stand is now in charge of Mr. G. F. Chatfield. Mr. Chatfield comes here from Mitchell, S. Dak. I understand that Mr. Graves taught his Balloon Tire lecture to General Foreman Keck and a person can get the lecture without even buying a lunch now.

Inez McCarthy is taking a three month's leave of absence and is having a much needed rest. We hope to see her back on the job Sep-

tember 1st all ready to give the readers of the Milwaukee Magazine a real treat.

**Northern Montana Division**  
A.B.T.

Congratulations are in order, as a new 7 pound baby girl was born to Mr. and Mrs. Merrill, May 15th.

Mrs. C. H. Koch, is spending several weeks visiting friends and relatives in Iowa and Illinois.

Harry B. Wilkinson, Car Clerk at Lewistown, has been assigned to position of Ass't. Agent at Black Eagle, he being the successful bidder. W. J. Petallick is now the present car clerk at Lewistown.

Jos. McCarthy, Car Inspector, has returned from an extended visit in Milwaukee.

Mr. M. J. Wright of the Store Dept., and wife are vacationing with relatives and friends in Minneapolis and Ladysmith, Wisc.

Ye Genial Agent Mr. A. M. Maxeiner and wife, are leaving for Elmira, N. Y., where their daughter Catherine has been attending boarding school. Miss Maxeiner has been entertaining forty orphans regularly with her dancing and Maxo says he is going to give them all a street car ride and an ice cream cone, which is certainly a lot to expect of the cone. From Elmira, they will take an extended trip visiting in New York, Buffalo, Washington, D.C. and other Eastern points.

The Misses Ruth and Lillie Edsil have returned from Helena where they have been attending the Intermountain Union College the past year. Mr. and Mrs. O. M. Edsil welcomed them home by having their New Overland Sedan at the station. They are also going to make a trip the middle of June to the coast visiting in Washington, Oregon and California.

Our Passenger Representatives, Mr. and Mrs. G. G. Coonrod have a brand new Chevrolet Sedan car, with which they have been enjoying the wonderful spring and summer weather we have been having.

Harry Lindsley, Supts. Steno., has returned from visiting in Milwaukee and Chisago. While there he received the name of Doughnut King. This came about by putting one of the Nuts on his head, resembling a ring around the moon.

O. S. Porter and J. T. Fisher took their annual fishing trip to 16 Mile Canyon the first of the season where they received their annual bath by falling in the creek. Incidentally they brought back a few fish which we think were caught in their boots when they fell in and got wet.

Miss Helen Cornwell, daughter of Mr. E. B. Cornwell, Chief Dispatcher, has returned from Bozeman where she has been attending the Montana State College.

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

Fireman Fred Sies on No. 25, May 24th, discovered a man passenger hanging on outside of vestibule on rear coach shortly after leaving Anamosa. Train was stopped and man rescued. It was a very timely discovery.

Conductor Dan Hickey on No. 92, June 9th, discovered a badly broken rail near Covington, sent out a flag to protect a special following and notified section foreman. Dan is one of the alert ones and is deserving of commendation.

Leonard Anderson has been transferred from Marion to the Perry Local Storekeepers Office. Mr. Anderson has made many friends in Marion who regret his departure.

Miss Blanche Remington was away on a two weeks vacation visiting in Berlin, Wis.

Chief Dispatcher and Mrs. H. C. Van Wormer have gone to Jenkins, Minn. to spend a month's vacation at the lakes in that vicinity.

Brakeman Brue Nichols had one of his feet mashed at Oxford Junction, June 6th, while switching. He is in a Cedar Rapids hospital

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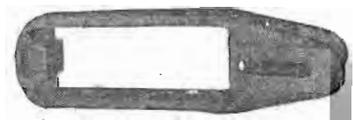
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Miss Blanche McGuire has entered the service of the company in the Division Storekeepers office, Marion.

Martin F. Kelly for many years Agent at DeWitt and later Postmaster, at that place was a Marion visitor recently and has decided to re-enter the service of the company.

Train Baggage man Walter Glew did a fancy and spectacular job June 10th when he climbed a large tree in the Marion passenger station grounds and gathered in a large swarm of bees taking them to his home where they will "improve the shining hours" for Walter's benefit.

Engineer and Mrs. W. R. Barber attended Commencement at the Iowa State University, June 7th, when their daughter Mrs. Lucille Barber Conwell received her Bachelor of Arts degree.

Agent J. N. Hutchins of Spragueville, Mr. and Mrs. Chas. T. Rowe and Mr. and Mrs. Ralph Seager of Marion and C. R. Youtzy of Superintendent's office attended the National Shrine Conclave at Kansas City. Mr. Youtzy is a member of the El Kaher Temple Band of Cedar Rapids.

Operator and Mrs. MacStewart of Oxford Junction are proud grand parents, a son having been born to their daughter Mrs. Ruth Kennedy of Hammond, Ind., June 10th.

Agent F. N. Rathbun of Elk River Jct. was away on a vacation during which time he attended the Shrine Conclave at Kansas City and visited his son at Bedford, Ind.

A man-less motor car, a swift escape, a wild chase, and a thrilling derailment, ask Lineman Ed. Flint of Savanna.

Mrs. Newman H. Fuller and daughter Margaret of Moberg, S. D., were brief guests of Marion friends. They were enroute from Cresco to Perry.

Train Dispatcher and Mrs. L. S. Dove and daughter Nadine will leave Marion about July 1st, by auto for Jenkins, Minn., where they will spend several weeks vacation at the lakes in that vicinity.

Miss Alice McGuire left Marion, June 13th for a two weeks vacation trip. She expects to visit Seattle, Portland and Vancouver and return on the Canadian Pacific Railway.

Relief Train Dispatcher H. E. Ramsey came down from Arlington, June 17th, he will be here about three months relieving during vacations in the Marion office. F. E. Sorg will have charge of the Arlington station during Ed's absence.

M. B. Leonard has been appointed agent at Wyoming to fill the vacancy caused by the death of J. N. Swordes.

A. H. Claussen has been appointed agent at Paralta to fill the vacancy caused by M. B. Leonard bidding in Wyoming station.

Victor Bernhardson of Mr. Flanigan's office spent a couple days visiting in Minneapolis the first part of June.

William Grassfield has returned to Marion after spending several months in Florida, where he was employed by the Florida East Coast Ry. during the rush business.

Mrs. Laura J. Woodruff, wife of Charles Woodruff, died suddenly Sunday, June 8th at her home at Marion of cerebral hemorrhage. The funeral services were held Wednesday, June 11th.

The family came to Marion from Milwaukee three years ago, Mrs. Woodruff was a member of the Order of the Eastern Star and was an active worker in the Baptist Church. We extend deepest sympathy to Mr. Woodruff and family in their bereavement.

Engineer and Mrs. L. C. Low of Marion have gone to Lake Okoboji where they will spend the summer at their cottage.

George B. Woodcox our efficient Marion baggageman is spending several days in Chicago visiting his son.

## Kansas City Terminals

S.M.C.

Mr. Lord attended the foremen's convention held recently at Milwaukee.

Machinist Wm. Smith has gone to Colorado to benefit his health.

Al. Lindner, Operator at Liberty Street, spent a few days in Kansas City recently, but on account of his health had to return to California.

Mr. and Mrs. Lawrence Flagler are spending their honeymoon some place in Colorado (exact address unknown). The big event took place June 14th. Congratulations.

Eugene Rabun, Machinist Helper, has just returned from a trip bringing with him a bride. More congratulations.

Brakeman Claude Williams was injured by falling from the engine tank.

Up to the present there are only three long haired Milwaukee girls left: Flossie Lipp in the roundhouse office, Phyllie Nelson and Jennie Andrews in the local office. Hurry up and get it bobbed girls. You won't know what trouble is until you do.

During the first week in June, Kansas City entertained the Shriners. The Milwaukee was host to the occupants of seven special trains, converting our Broadway Yard into a young village. All the Shriners seem to be well pleased, and for the Milwaukee folks they were tired but happy.

Miss Sue Conwell entertained the Milwaukee girls June 10th at a shower given in honor of Miss Kate Hammond who is to be married June 18th.

We certainly have some sly ones working at the Liberty Street office. Helen Braun, broadcasted the news that she was to be married in June but when the time for the wedding, drew near she announced that they had been married since January 3rd. This closely followed Harold Harding's announcement that he was married January 1st. We haven't quite recovered from the surprise yet.

Mr. Frank Woodward, Signal Maintainer, who has been off for some time account of ill health was a visitor at the Superintendent's office recently.

We have assembled here about 500 box cars in anticipation of the grain rush which will soon begin.

Harry C. Swartz has been promoted to Night Yardmaster.

J. P. Stewart, G. Y. M., is on his vacation. Mr. E. E. Craft, Y. M. has just returned.

## Iowa and Minnesota Division

D.M.W.

Fireman Joe Slezak is planning on seeing the west and has everything all lined up. He says his trip will not be complete until he has seen the famous Hollywood. Look out for the bobbed-haired vamps Joe.

John Anderson has a long story but he says he'd rather tell it himself, so if any of you are interested in what John has to say just ask him, and he says if you do not believe it, he will show you his Gold Medal.

Safety First meeting was held at Minneapolis Depot Room 12, Monday, June 7th. There were many very interesting and helpful suggestions offered. Evidently you train and engine men figure you are so full of Safety First that you don't need any more. But how about the other fellow. There is not a single day passes but what you see some unsafe practice by someone who apparently has not been properly approached from a safety standpoint, and if you find it absolutely impossible to attend these meetings and bring your suggestion, you should jot it down and mail it to the Superintendent so the matter can be brought before the committee and remedied before it is too late.

The meeting was called to order at 1:30 P.M. by Trainmaster J. W. Blossingham, who gave a very interesting talk on Safety First, also read-

ing letters and reports relative to accidents during the month of May.

Safety Inspector W. F. Esch also spoke for 30 minutes on Safety First and Fire Prevention, which was listened to with the interest of every employe present. Mr. Esch's talk was not only interesting but "Helpful" and I am sure those present enjoyed it and were greatly benefitted.

The following was received and evidently the fellow that wrote was afraid to sign his name. Fireman to Officer Leaving Terminal:—"How we goin' to keep these bumps off the train?"

Officer:—"Tell 'em to git off and if they don't git, throw 'em off."

Fireman:—"There is one back there on the tank now, I told him to get off, and he told me he'd rather I would tend to my own business, and he showed me why."

Officer:—"Did he have a gun?"

Fireman:—"I'll say he had two guns."

Officer:—"Are you sure he is on there now?"

Fireman:—"Absolutely."

Officer:—"Well, just keep an eye on him and don't let him git off."

We sure are glad to see Walt Terry back on his feet again and hope he will be able to continue his good servites and enjoy the best of health.

### Chicago Terminals

Guy E. Sampson

Mrs. Day and daughter, family of Yardman Thos. Day have arrived from Three Forks, Montana and will soon be settled in a home on Lincoln Ave., Bensenville. Mr. Day holds a position at west end of Bensenville yard and only a few minutes walk from their new home.

The approach to the wagon bridge over our tracks at Bensenville yard was destroyed by fire a few weeks ago and is now being replaced by a solid dirt fill. This will make the structure fire proof as the main bridge is of iron construction.

Our Bensenville chief caller Robert Richardson has got so used to hearing people say "Oh Boh" that he won't mind it a bit when Mrs. Bob happens to make the remark,—but oh, yes, we forgot to say first that Robert had taken unto himself a wife.

Switchman Thor Klevan is back to work after undergoing an operation at a local hospital.

Miss Florence Atchison, formerly a Milwaukee Ry. employee at Richland Center, Wisc. is visiting her sister Mrs. O'Keefe, wife of yard master James O'Keefe.

Temporary reduction in forces in all departments has set some of the boys at work for the time being at different work. Account of much building most of the boys have been able to find something to do during the regular slack season.

No wonder the first shift boys rush to the ball ground at 3 P.M. on the days that Bensenville plays at home for at least one third of the team is C. M. & St. P. employees and believe me the boys are playing good ball. On Sunday, June 8th the boys went to Aurora and won a hotly contested game. Final score, 5 to 4.

Fred Walsky, Engineer, Chicago Terminals, and wife are the very proud parents of a daughter, Betty Jane, born June 2nd.

H. W. McChesney has been transferred from Chicago Terminals to Milwaukee, we were all sorry to have him leave. Mr. H. Buetell is in his place, welcome.

R. J. Weber has been appointed General Foreman at Bensenville roundhouse, and we are glad to have him and wish him the best of success.

Robt. Tonning, Engineer at the Bensenville roundhouse, recently rode the Modern Woodman goat and was so well pleased with his ride that he at once purchased a new Ford Sedan and now he takes the whole family when he goes for a ride.

Fireman Leslie Knowles has broken away from the gang of unmarried bachelors and taken Miss Freda Neumer as a life partner. Both are well known among the young people of the terminals and all join in wishing them a long and happy life together.

Switchman Paul Franz and Tom Grant, both residing at Elgin, have gained the title of "Peers of Pinochle" on account of the way they outplayed the rest of the boys from Elgin. Wesley Youngs says "We can all play but can't all be peers".

We are informed that Asst. Master Mechanic J. B. got stalled with his car recently, like any ordinary engineer phoned for a machinist at once but his relief was so long coming that he finally managed to make temporary repairs and when the "First Aid Man" arrived on the scene Joe had gone, car and all.

### "Where the West Begins"

By Maggie

If you folks lived in a place  
Where the wind blew every day  
You'd find your "pep" for gathering news  
Just naturally blown away.  
And that's the way that I feel  
So remember as you read  
That the weather is bad and the trips are few  
And our news has gone to seed.

Mr. Stroman our new Car Foreman is no longer a widower, his family arrived the last of May. Welcome folks, we hope you will like Moberg fine.

Mrs. Ed. Larson spent Decoration Day in Miles City but Eddie behaved in a quite creditable manner while alone.

G. E. Leighty is back on the job at Bowman. While away he attended the ORT meeting at Cleveland and Schedule convention at Chicago.

Mrs. Kirby, former agent at Mahto, is assigned to Red Elm, S.D.

Chas. Olsen, Operator at Lemmon, has gone for a few days to attend Legion Camp.

Chas. Richards, Operator, McIntosh and family returned from an extended trip along the coast the latter part of May.

R. I. DeLaHunt, Agent at New England, and wife have gone east for a few weeks.

Mr. Vanderlay, Night Baggage man at Moberg, with his family has gone to California for a few months. He is being relieved by L. A. Hourigan, ably assisted by Claude Fisher and John Fuller.

Leo Swanton, Day Baggage man, made a hurried trip again last month. He doesn't say where he was or what his business was so just suppose it was the same old thing, a "skirt".

Herman Wahl is taking his vacation. Jakie is working his trick on the car desk during his absence.

Dora Anderson spent Decoration day with her mother.

We are almost 100% now since Gene came back from the east with "Shorn locks". We thought Gene could not be improved on but bobbed hair is mighty becoming to her.

Anna Anderson spent Decoration day in Miles City with her parents. Ann had not been out of town for some time and was as tickled as a kid with a new toy to get a few days vacation but she gained 5 pounds while away and now we are wondering if her own cooking doesn't agree with her.

Mary Heyes, File Clerk, has another new outfit. She makes the rest of us "pep up" if we want any attention at all.

Mildred Howe and Loraine Hand continue to fast and declare they are losing weight. I noticed they still wear the same size of shoes though.

Mr. and Mrs. Price are very busy preparing to move. You all know how it goes, take down pictures, put up curtains, pack dishes an' ev'rything. Hope you like your new home.

A. A. Fisher, Traveling Engineer, attended

the National Fuel Convention at Chicago, 26th to 29th and came back full of new ideas.

Zella Harris, Timekeeper of Mechanical Department, Moberg, started by car for Aberdeen one nice morning. Did she reach Aberdeen? Ask her if you are inquisitive.

Arnold Running continues to jump every time one says "Boo". We are trying to be careful of him so the malady doesn't grow worse.

Mrs. E. M. Grobel and daughters left for the east recently. While gone Mrs. Grobel expected to attend Commencement Exercises at Carlton.

Thos. McFarlane, who is an Ex-Engineer, would have gotten through the mud recently if he had not stopped to oil around.

I almost forgot to mention Gene had an accident. Fell off a wagon and broke her toe. However, she was on the job every day even if she did have to wear fancy slippers.

Max Abst, former Chief Clerk at Moberg, is a good fellow. May he have many more happy birthdays. Greetings from the Trans. Mo. Division.

### Dubuque Shops Jingle

"Oosie"

Miss Mildred Flannigan of the Car Dept. attended the Pi Sigma Delta Sorority Convention held at Blackstone Hotel, Chicago, June 6th, 7th and 8th. "Pete" sez as how it was some blow-out.

He traded in his li'l Dodge Coupe, gave a promise or two and a dollar to boot and got himself a "Study" Car—our Storekeeper did, Mr. G.T.R.

Nella's taken to flying (she does it very punk) went up just a sailing, but she came down—kerplunk.

Blacksmith Foreman Graff and family, are vacationing in the east—of nice long, tall, high buildings—they're having quite a feast.

Foreman Chas. Danglemeyer and wife are taking a real vacation—are way out west in Montana—which they claim is some location.

One peony and two lilies do bloom in our garden plot, so we have flowers "for sale" the whole year 'round, delivered on the spot.

Eddie (our local barber) has got a brand new boy—he's also taken Lilian's job—and we wish him lots of joy. Now Lilian's cooking spinach, 'taties and boiling rice; for her darling hubby—to us she gave the ice. (Success to you, Lil—but we miss yuh!)

Mattie has a nice new ring—it sparkles like the deuce, we could be pretty envious, but gosh what is the use? (Congratulations!)

Since Arthur's "guard" has left him—he seems so dull and blue, but if you knew his Nasser, I guess you would be too.

### C. & M. Division Notes

Eleanor

Some years back, the place to get a real thrill was the Wild and Woolly West but June 12th, the C. & M. Division staged a real thriller when No. 57, with Conductor Sweeney, Engineer Waite, Fireman Dibble, Brakemen Van de Lind and Sandy McRae, was held up by bandits two miles west of Roundout and looted. All the crew admitted it was a real adventure. We hear Sandy can give instructions as to what is the proper distance for flugging.

We are pleased to report another visitor at the home of Trainmaster Bannon, a little daughter this time, whom we are going to name June Patricia—with or without his consent.

Our Chief Timekeeper Andy is now enjoying his vacation. He spent the first half looking for a flat, which is located away on the outskirts of town, between two cemeteries—a bad place for anyone believing in spooks—how about it, Andy? He is recuperating this week, however, he and the family are driving to Dubuque in his new Studebaker,—some class to our Andy.

This is the period of vacations so we will be kept busy keeping a line on all—Norman Ben-

but not enough of it. Chas. Spoor, Dispatcher, is also on his vacation, which he is spending in Kansas City. Charlie Shaft, Dispatcher, is leaving for his vacation, which is going to be a fishing trip. From past experience, we know Charlie's ability as a fisherman—He sure must talk to the fish so we will be looking for a nice box of them. Jack Valiquet and family just returned from a trip to his home town, where he reports having a fine time.

Passing through Fox Lake last week, we discovered E.H.B. working on a side track with a bunch of Mexicans—it was hard to pick him out in the gang.

Conductor D. J. Marlett and wife are planning a trip to Denver—always thought D. J. had a bad cough.

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Wish to advise that we have a further clew on R. W. Robinson—it's the hosiery department he's patronising.

Now that Summer's coming, the Freight Conductors are busy dusting off their uniforms and polishing up the buttons for passenger service.

Effective June 15th, all the assignments have been changed around and it will sure be some job keeping track of the boys now. Frank, the trainmaster's clerk has the look of a deacon right now. Cheer up, Frank, the first hundred are the hardest, as you always tell me.

Conductor Hugh Roberts has gone out west account of the ill health of his son. We sure hope we can report a great improvement in the near future.

Nancy Campbell spent last Saturday and Sunday in Chicago visiting her sister and brought back a mysterious package—it contained a little bit of "lightning". That's one time she slipped something over on IWW.

Friend Lillian came all dolled up last week and slipped off on a little trip to Waterloo—better let us in on it, Lill.

Conductor Roger Coleman has purchased a new Ford Sedan. I presume he will be driving around yelling "Hello, Shorty" to every one he knows.

Conductor Spike Hennessey has taken a gravel run on the J Line for the summer.

Conductor H. Williams is running the milk train, place of Jackson who is on passenger.

Conductor W. King is also going to take the milk run to Elkhorn—we are sorry to hear this as he is a daily visitor in Room 10 and we will miss him.

Charlie Sturgis, Operator, has returned from Florida and has resumed work at Sturtevant. He is a strong supporter of the south, I hear.

From good authority we hear that a corn beef and cabbage dinner was given in honor of Engineer Dave Geary, the occasion being his birthday. All the Merrill Park Irish were there in a body to do honor to Dave.

If you want to keep a line on Milo Pluck, you will have to change your route. He must have given up his quest for Bellmore Ave. in Chicago or perhaps, the girl in question has moved to Okauchee for the summer. What have you to say, Milo?

Conductor E. W. Stafford has gone to Gresham, Ore. on his vacation for two months. That is the life of Riley, and I'm sure he will enjoy it.

Chester Holden, our newlywed, dropped in the office last week and he still wears his happy grin and admits he is happy though married, so cheer up, boys, and don't be afraid to take the step.

We hear that E. J. Moran's wife is away on a two months vacation in Michigan. Now I know what he was looking so lonesome about. He wasn't singing "My wife's gone to the country, Hurrah".

We were sorry to hear of the death of Dan

Burlingame's wife and we extend our sincere sympathy to Mr. Burlingame.

Henry Bond had another siege and spent several weeks resting in Texas. I hear he is again back on the job and I hope he will remain this time with all his old pep, as we missed him.

We were also sorry to hear of the death of Section Foreman E. Werner's son, who died after an illness of several weeks.

We hear Conductor H. P. Jones is the proud daddy of a baby girl. Congratulations, Henry. Hope everybody's doing well.

**Tacoma Shop Notes**

"Andy"

W. F. Coors has been laid up for about a week with lumbago, but on the 19th he was back on the job with his usual line of humor.

Mr. A. Balp, Engineer, of the Allied Italian branch of the General Electric Company; Mr. A. Inouye, Chief Engineer of the Hitachi Engineering Works, Japan; Mr. Samuel Langlouis, of the Lie Francoise Thomson Houston; Mr. C. H. Godard, Operation Engineer of the Moroccan Railways, were among the visitors at the shops for the purpose of studying railway electrification.

Frank Opie, the well known clerk in the Time Department, has a brand new Ford touring. Understand he tried to knock over the time office building with it already—guess it wouldn't stop when he hollered whoa.

Electrician Wiggs Shipplet has bought a new home into which he moved on May 1st.

The baseball team did not have very much to say since they returned from Othello.

Fred Lowert is spending his vacation in Milwaukee. Forrest Sheddon is acting Machine Shop Foreman, during Mr. Lowert's absence.

A 10 pound boy arrived at the home of Machinist Stewart Letterman, which incidently confers the title of grandpa upon his nibbs Paul Jasmer, Clerk, Stenographer, etc., in the General Foreman's office.

Machinist Harry Strong and family are spending their vacation in Los Angeles.

Machinist Chas. North and family are touring Oregon and California in the flivver.

Machinist J. Hibbard and family are vacationing at Lake Louise, Canada.

Blacksmith Foreman Otto Scheutze attended the Staff Meeting in Milwaukee and upon his return was sent to Deer Lodge for special duty.

Machinist Wm. Cline is on the sick list.

Mr. J. A. Wright, accompanied by Mrs. Wright, is attending the American Railway Association Convention held at Atlantic City, as delegate from the Mechanical Department, Lines West.

The following representatives of various concerns visited Tacoma shops:—E. J. Fuller, Hunt Spillar Mfg. Corporation; E. F. Eller, J. B. Ford Co.; G. C. Collins, of the Northwest Bearing Co., T. K. Cannon, of the Cannon-Desmond Machine Works and J. C. Fletcher, Union Mfg. Co.

Mr. Geo. Cessford, is relieving B. W. Zilley, Roundhouse Foreman at Seattle, who is on his vacation.

**Sioux City and Dakota Division**

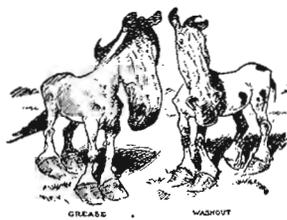
H. B. Olsen

At a Safety First Meeting held at Yankton, May 12th at which a good attendance was in evidence, the following resolution was adopted and signed by each and every employe present:

"Appreciating the necessity for elimination of grade crossing accidents—

BE IT RESOLVED that, in order to cooperate with the movement under way to eliminate every possible accident and personal injury, we hereby pledge our personal support, and

FURTHERMORE, hereby agree to stop at every Railroad Crossing before crossing



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same, and also to enlist the aid and support of those generally concerned to do the same; knowing that such action on the part of all automobile drivers and others will be one of the greatest factors in reducing this loss of life and damage to property".

Engineer Henry Kruck and family spent the week end down at Sioux City, they returned in he "mud" via the FORD route.

No finer train, in every respect ever run on rails than the Sioux Falls Sun Shine Special which left Sioux Falls, June 9th, occupied by jobbers of Sioux Falls and went on a "booster" trip covering a period of four days.

Agent "Jake" Wahlenburg, Harrisburg could not resist from his desired sport of angling and went over to Lake Andes last week for a day—No reports as to luck but we would say "Jake" had it.

Harold Olsen, son of Section Foreman Christ Olsen at Howarden, who has been attending Civil Engineering school at Ames, Iowa, was recently honored by his election to the Presidency of the Ames Chapter of America Society of Civil Engineers.

Our veteran Conductor John Web, on May 31st reached his fiftieth year in the service as Conductor for this Company—"John" is still hale and hearty and the gray hairs are few and he maintains he will be good for another fifty.

A bad storm in the form of a cyclone passed over the division recently and did considerable damage to the wires, unroofed buildings and up-rooted trees—Summer weather did not present itself until June 10th and we will take ours without the storms if you please.

The hard times which generally go with presidential election have been felt this year by the girls of the Sioux City shops. It has always been customary for them to receive a box of candy when any of the men get married, but in several cases this year, the customary box of candy has not been forthcoming. Of course, Leap Year has something to do with this, as may be the women are standing the expense of the weddings.

Humphrey Griffiths, Checker, Sioux Falls, had a minor operation last week and was confined to his room for several days but latest reports are he will resume work in a short time.

Section Foreman George Wiesensee, Sioux Falls, won the booby prize at a card party given by the Railway Employees Progressive Club recently—you will all be interested to know this as George went with intentions of drawing "high".

Engineer Frank Whitaker, Soo Falls, delightfully entertained a large audience at the Christian church last Sunday night by his popular singing.

Employees at the Roundhouse, Sioux Falls, have taken an active part in the cleaning up of the roundhouse and grounds, and the appearance speaks for itself.

Do not forget the pledge you signed, make it an honest-to-goodness stop before crossing a railroad track—that's Safety First.

Sioux City celebrated its Diamond Jubilee the week of June 9th to 14th, and on the opening night, a big electrical parade was held in which Roundhouse Foreman Paul Mueller took a prominent part—that is, he stalled on the main thoroughfare and it was necessary for the traffic cop to lend him a pint of gasoline and considerable verbal assistance in order to get him to move on—for once in his life, Paul was meek as a lamb.

Mr. Charles G. Vollmer, Veteran Chief Carpenter, died at his home in Elk Point at 4:30 P.M., May 31st, from a stroke of paralysis of which he had been subject since 1922 when he suffered the first stroke. Mr. Vollmer was remarkable for his good nature, genial disposition and untiring industry, qualities which endeared him to his large number of friends. Funeral services were very impressive, business

places in Elk Point closed during the services which showed their respect. Services were conducted which showed their respect. Services were conducted by the Rev. Edwin Brown and the Masonic fraternity.

Mr. Vollmer served the S. C. & D. division for 38 years with the B. & B. Department.

Messrs E. F. Rummel, Supt.; L. B. Beardsley, Ass't. Supt.; W. C. Givens, Chief Dispr., all Road Masters, and B. B. crews were present as well as scores of other employes who attended the funeral.

### Old Line "Line 'O Type"

*Hasel E. Whitty*

They say absence makes the heart grow fonder. I hope this is the case with you all—I was actually afraid not to send any items in this month, as I can tell when storms are about to break. Let this be a lesson to you all and send in some items.

John Willers, Section Foreman at Horicon, is slowly recovering from injury he received last winter and we all hope to see him back to work in the near future. Frank Zeck, who has been filling his place, has shown fine ability as a foreman and should be rewarded by promotion to that position.

We are having a large amount of road construction out of Waupun and Brandon this year, two outfits at Brandon and one at Waupun. This has given work for another crew out of Horicon.

Understand that Conductor Bartsch of Mayville has been afflicted with rheumatism for some time. This warm weather ought to take the kinks out and trust he will soon be back on his old run.

Conductor Steelholm is enjoying a motor trip through the east with friends from Mayville. Emil is pilot on the journey. He was formerly pilot in the army so this job will be easy for him. If you do not quite understand what a pilot in the army is, ask Don Pierce.

Second trick operator at Horicon was bid in by Operator Updike from Iron Ridge. We understand that Mr. Updike has decided that two can live as cheap as one and will soon make his home here.

Agent Beuller at Brandon was off on account of sickness for a few weeks, Operator Kaiser taking his place while he was off.

A way has been found to test the honesty of our employes. A valuable earring, one of the Woolworth specials, was lost on the special between Kilbourn and Horicon, June 14th. I will advise if same is returned to the owner.

Our local passenger trains are running with one day coach each, owing to the decreased passenger business. It is hard to compete with the busses under present conditions. It is a one-sided affair. When we get a square deal, the passenger business will return to the railroads fifty thousand strong.

Our section foreman at Mayville is a very conscientious man, he attends to all the affairs in hand personally and thus insures a good job being done. For instance to exemplify—One of his men was taking a wheel barrow down the track when Charlie stopped him asking what he was going to do with the wheel barrow. The man replied that he was going to oil it. Whereupon Charlie asserted, "You leave that wheel barrow alone—What do you know about machinery?"

We understand that Frosty Monogue does not like ladies hats that droop up.

R. C. Whitty has been appointed section foreman at Granville and to date has done some first class work on that section.

The following have joined the ranks of the car owners:—Henry Grady with a Hudson coach; Wm. Whitty with an Overland Sedan; like wise Mr. Johns and Max Schessow a new Oldsmobile Coupe. Let us hope the list of ac-

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cidents will not be increased any on their account.

Among the graduates from the Horicon High School this year we find Harold Hoyt, son of Agent Hoyt at Iron Ridge; Eleanor Moe, daughter of pump repairer at Horicon, and Edgar Lockwood, son of Engineer Lockwood.

It was a question of "shall I or shall I not" go on the excursion trip to the Dells, Sunday, June 14th. The day broke very unfavorably with rain. However, there were quite a few who had faith in the old adage "Rain before 7, quit before 11"—and fared forth. While not an overwhelming success, it was not a failure by any means and shows the ability of the railroads to handle things in the quickest, safest, pleasantest and easiest way for all concerned. Like wise the cheapest. Our new District Passenger Agent, Mr. Emmer, who should be well known to the Northern Division men, as he worked as operator at North Milwaukee some time ago, is surely a live fish and able to swim against any current. The Dells are surely at a beautiful state now. Ye scribe secured several fine views which will be forwarded to our editor for a later issue.

Mr. and Mrs. H. Barby, Mr. J. A. Sanford and Mrs. Reynolds of Chicago were recent visitors at the home of Roadmaster J. H. Johns, at Horicon. Mr. Barby is Roadmaster in the Chicago Terminals and Mr. Sanford, Dispatcher at Ottumwa. From first acquaintance Mr. Barby gained the idea that ours was a pencil railroad but one trip over the division convinced him that it was far from that.

A. F. Carlson and family and John Willers and wife motored to Lake City, Minn. They were gone for 10 days. A.F.C. says it was good to get back to the old stamping grounds again.

### Seattle General Offices

Marie E. Cleary

Mr. D. E. Rossiter, the newly appointed Superintendent at Tacoma, accompanied by his Chief Clerk Mr. H. J. McMahon, called on us recently to officially pay his respects and sort of look us over.

Mr. James H. Currie of the Vice President's office and Mr. Angus MacMillan of the Coast Division are at present on a trip to their "home-land"—Scotland. This is the fulfillment of a dream of many years for Mr. Currie as it is his first trip in about twenty-five years to his beloved Highland. He was as excited about the trip and his preparations for it, as a school girl with her first beau—living in a rosy hued atmosphere for several weeks prior to his departure.

To lower the number of stock claims—and the expense incidental thereto—we might issue instructions to our engineers in accordance with municipal notices to motorists in Japan which a recent traveler in that country tells of having seen—"If a cow obstruct, toot 'er soothingly; if she continue to obstruct, toot 'er with vigor; if she still obstruct, wait till she pass away!"

Mr. F. N. Hicks spent a couple of weeks in Milwaukee and Chicago recently. Presume it was business that called him back, as we just can't believe that he could be homesick.

Dick Prankard of the General Manager's office and Bill Frink of the Traffic Department are spending their vacations with their Uncle Sam at his summer cottage at Camp Lewis. "TenSHUN!"

As this leaves the General Offices, 'tis the night before payday, and down the hall, comes a chap pretty low financially 'elocuting' in sad and somber tones, his fortnightly wail—

"Forward, turn forward,

O, time in thy flight,

Make it tomorrow, just for tonight."

If we attempted here to give details of all of the vacations and vacation plans, there wouldn't be room in the Magazine to put it in and there would have to be a couple of "Extras" gotten out—so in passing will just mention that a heap of 'em are vacationing around here,

either in reality or in dreams, and plans.

The girls from the north end of the hall were entertained at a very attractive party by Catherine Henley of the Engineering Department, recently—honors for the evening going to Eulalie Lasnier, who proved to be much too good for the rest.

### Fullerton Avenue Building

J. T. Griffin

Congratulations to Mr. and Mrs. J. W. Severs on the birth of a baby girl.

Miss Ethel Carlson, Auditor of Expenditure's Office, has returned from New York wearing the very latest, "Ritz Hair Cut."

Miss Harriet Kennedy has left for a month's vacation, to regain her health.

Mr. J. Crowley, Car Accountant's Office, has returned from his vacation wearing a large smile, he tells us that the new Cleveland Car he bought kept him in Chicago most of the time. He didn't realize we had such a large city.

A. M. Dryer, Ticket Auditor's Office, has become quite a mechanic of late, after watching the various tradesmen perform their duties, he is now able to take care of the various repairs on his new home with the different pieces of material he has collected.

Harold Knipschild, Ticket Auditor's Office, embarked on the sea of matrimony, June 21st. We all wish him a pleasant voyage.

Miss Ethel Hutchinson of the Central Typing Bureau, entertained a party of old timers from the Ticket Auditor's Office on May 29th, although the subject of matrimony was mentioned, we are still in the dark as to the real reason for the celebration.

Misses Rose Kauckle and Eleanor Martelle, Ticket Auditor's Office, spent their vacation in southern California, visiting San Francisco, Los Angeles and San Diego enroute.

Misses Evelyn Anderson and Christine Steggers, Central Typing Bureau, spending their vacation at Seattle.

Mr. E. H. Anderson, Auditor Station Accountant's Office, has moved to Fox Lake for the summer.

We were glad to see that Geo. Aff, Auditor Overcharge Claim's Office, has secured his fishing license, and while no arrangements have thus far been made for a vacation, and as there are but very few fish in Lake Michigan, we cannot understand the immediate need for his fishing license. He assures me, however, that those of his fellow employees who wish to loan the paste-board, can do so.

Well Girls, now that the summer season is here, you can expect to see that familiar figure of T. D. Fitzgerald, Auditor of Overcharge Claim's Office, standing on the corner with his usual bunch of flowers, and remember, that the girl who smiles the prettiest gets the flowers. He tells me that he has an unusual large supply this year.

For some unexplained reason, W. B. Nichols, Freight Auditor's Office, did not attend the Democratic Convention this year at New York. We understand this is the first convention he has missed.

Congratulations to Mr. and Mrs. Thos. Hussey on the birth of a baby boy.

A new beauty recipe has been discovered, Misses Nina Fisher and Olga Mjoen of the Freight Auditor's Office, tells me that raw carrots eaten each day at noon while walking around the block, is the new discovery. I guess they are right at that.

One of the 57 varieties, mostly Chili Sauce, C. Vendegna, Freight Auditor's Office.

After visiting most of the studios in California, Misses Laurine Lynch, Olga Anderson, Adele Glaser and Caroline Mackreth, "The Four Horsemen" have decided to return to their Chicago Studio, which is located at Southport and Fullerton.

Margaret Wilkinson, Freight Auditor's Office, is receiving congratulations, she is wearing a diamond.

Mr. Jno. Mischke, Freight Auditor's Office, was married on June 18th and Bob Cleary has been saving his old shoes awaiting the event. John is taking his bride to Niagara Falls to spend the honeymoon. His co-workers presented him with a beautiful lamp.

Fleetfoot, Vincent Schoenberg, Freight Auditor's Office, is strenuously training for a four mile foot race under the able direction of Walter Stark the "Shriek of Ward Street." A party of their friends watched the final tryout at the Osgood Street Gym., and are of the opinion that if Fleetfoot could fall down a few times, he would have a wonderful chance to win.

Stanley Prefundt, Freight Auditor's Office, has taken to hard labor in an attempt to reduce, he has already eliminated his daily luncheon and drinks only buttermilk and water. His favorite exercise is running up and down stairs in order to retain his girlish figure.

At a large social gathering, A. J. Frandsen of the Freight Auditor's Office and Emil Ruthenberg of Auditor of Expenditure's Office, were asked to render a duet, which they did. The opinion of the majority was, that they both had good voices for "Peddling Fish."

Jean Colville, Ruth Malmstrom and Anna Anderson, Freight Auditor's Office, went to Minneapolis on June 7th for a vacation and report that "Uppers" were all that were to be had; which means that the summer tourists are well on the way—Up the ladder we must go.

Jim Harvey, H. E. O'Reilly and R. McPherson have returned from their vacations and are again leading the simple life, back to work and home life. The stories they tell of the various places they visited are indeed very interesting.

Mr. M. C. Ferris, Agent, Terre Haute, favored us with a visit recently, and we were glad to have him come and see the offices and get an idea of just what a place we have in Chicago and the way the Accounting Department is handled.

A very pretty wedding was held on June 25th, when Wm. J. Ganzer and Dorothy Griffin, both of the Freight Auditor's Office, were united in matrimony, quite a few of their co-workers were present. Mr. and Mrs. Ganzer are spending their honeymoon at Yellowstone Park. Their co-workers presented them with a Venetian Picture, Bridal Boat, Bohemian Glassware and a Studio Lamp. They will be at home to their many friends after July 15th.

We would like to have Josephine Lagler, Car Accountant's Office, tell us about the signs she saw up in Canada while on her trip to see the Falls.

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

June Schlomm—Car Accountant's Office.  
Margaret McCarthy—Car Accountant's Office.  
Bess Johnson—Auditor of Expenditure's Office.

Mrs. Minnie Baier—Ticket Auditor's Office.  
Anna Jochum—Car Accountant's Office.  
The officers and employees extend sympathy to:

Helen Borwn—Car Accountant's Office, death of father.

H. S. Amerson—Ass't. Comptroller's Office, death of brother.

M. Jones—Freight Auditor's Office, death of mother.

Wm. Callahan—Freight Auditor's Office, death of brother.

Genevieve Klein—Car Accountant's Office, death of mother.

Glen F. Vivian—Statistician, death of mother.

Norma Hurtiene—Freight Auditor's Office, death of father.

R. H. Hogan—Freight Auditor's Office, death of wife.

## Wisconsin Valley Division Notes

Lillian

Mr. and Mrs. D. O. Daniels have returned from a motor trip through Wisconsin, Illinois and Michigan.

Mr. Robert Sternetzky and family were called to Neillsville, Wis. on account of the death of Mr. Sternetzky's mother.

Miss Margaret McGinley, Abstract Clerk, in the freight department, left for Tomah, where she will meet Miss Marie Reardon and depart for Seattle, Portland, Tacoma and other western cities of interest. They expect to remain about a month.

Ticket Clerk F. L. Hudson and wife visited with relatives at Madison.

The enginememen very much appreciate the improvements made on engine 2751, which has just been returned from the Milwaukee shops. Injectors having been placed on the left side instead of having two on the right side. This feature is a great improvement and we trust that other engines will be equipped likewise.

A gloom was cast over the entire division through the death of Mrs. Bert Rasmussen, which occurred on May 22nd after an illness of a week with scarlet fever and on May 24th little son John aged four years passed away of the same malady. The bodies were shipped to Necedah for burial and the funeral was attended by a large number of friends from points all over the division. We extend sympathy to Mr. Rasmussen and daughters, Mary and Jane, who survive.

Mr. Oscar Frazer and wife, of Merrill, left for an extended trip through the west. Mr. Frazer has been in the employ of the company for a good many years and this will be his first real vacation. We trust it will be very beneficial and that they will have a pleasant time.

Chief Clerk Charley Conklin has been laid up on account of illness for a few days.

Mrs. W. C. Williams of Merrill is spending a few months in California visiting with relatives.

Nile has been very much worried, with the schools closing and the trip to Alaska all arranged for, so in order to remove all the anxiety and uncertainty of the next six or eight weeks, he purchased the ring and presented it to "B". Now the only thing he will need to worry about is her safe arrival and return home. We will do all we can to keep him as cheerful as possible and a letter or two each day will help pass the time away.

We could mention lots of things about fishing trips, there are a good many of them, more plans than trips and more trips than fish but the season is here and everyone is enjoying it.

H. L. Conant, who has been laid up on account of an injury received some time ago has returned to work, and is now dispatching engines.

## Olympic Division Chatter

B. A. 6ty 6

### GET TO WORK

"An' what's your job around here young fellow?" asked the farmer of an official in a big city railroad station.

"I'm the train caller," answered the dignitary.

"Well, call me one, then. I'm in a hurry."

Train No. 31 and 34 are running through to Twin Rivers now, and Conductor T. A. Murry is wearing out some of his old clothes in freight service; and is entitled to special mention for good head work, he found a bad leak in the train line and wrapped it with adhesive tape and brought the load into Port Angeles, 28 miles, saving a long delay to the load. Now Mr. Murry has a new rolling pin and says Tom will need that tape, if he ever takes the sack of lemons instead of his lunch, to work again. Tom don't like lemon pie any way.

Conductor S. M. Lidane is wearing a new uniform on the evening passenger run.

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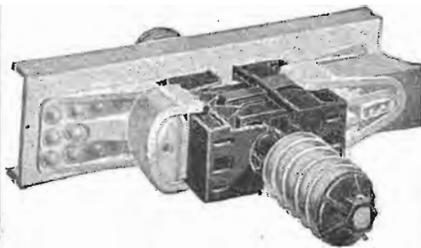
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Chas H. Burras, Pres. John McKechney, Vice-Pres  
Robt. E. Stitt, Secy-Treas.

GENERAL AGENTS

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Old Jim Babb grabbed the night log run and H. L. Fowler dropped out of passenger service and P. W. Heald layed off selling autos, to help Jim find log flats in the dark.

Everybody has their fishing gear all shined up and we are soon going to hear some mighty good "Fish stories".

Engineer and Mrs. LaGear just returned from an overland trip through Oregon and report a splendid time and narrow streets in Portland. Harry is now exercising on the ditcher again.

Engineer J. O. Auman is in chain gang now, says he had rest enough on night passenger and needed a little work anyway.

Chief clerk A. A. DeLeo attended the chief clerks meeting at Butte and reports all hands had a fine time at a most successful meeting and a splendid ride in the General Manager's Private Car.

Agent S. L. Alderson of Twin Rivers, dropped in on us last week and got a hair cut, said that was all he needed on the trip.

Agent Harry McMahon at Sequim is commanding a good business at his station which shows they all like Harry over that way.

Scaler Earl Weise built a new house on the back of his lot and had us all guessing, until we saw him drive a new Flint home the other day.

The three year old daughter of extra gang Foreman Nick Polus, died at the Resthaven Hospital, from burns received from falling into a tub of hot water. Sympathy of the Olympic Division is extended to Mr. and Mrs. Polus.

Section Foreman Bob Craig had the misfortune of breaking the little finger on his right hand, in two places.

Section Foreman Bill Hestness has a new car and his wife calls it "Bill's Chevy, all over the road"; but give him a chance he'll learn to drive it.

Mr. P. L. Rupp, examiner on transportation rules, dropped in on us and was well pleased with the knowledge the Olympic Division bunch has on the book of rules.

The 15th inst. being a straw hat day, the scribe appeared before the bunch under a straw pile, which brought forth the remark, "Oh will I kiss it or kill it?" Either would mean slow music, by the Moose Drum Corp., and flowers, but he's still suffering.

### Illinois Division

M.J.S.

VioLa Donahue, Steno. to Chief Dispatcher, is on a three weeks vacation, which she will spend in Ottumwa, Iowa—Chicago—Milwaukee and Minneapolis. Mrs. Fay Jones of Chicago will work the third week. Seems pretty nice to see Yevonne back on her old job.

Spencer Mason who was employed as a painter and stenciller for the car department, died on June 10th at Iron Mountain, Mich. Sympathy is extended to his bereaved wife and children.

Pete Davis, Coal Shed Foreman, who has been in a hospital at Clinton, Iowa with appendicitis is much better at this writing and able to be up and around.

Sympathy is extended to J. H. Valentine, Chief Dispatcher, on account of the loss of his mother on June 10th.

Irwin Tyler, Assistant Division Accountant, was taken ill and removed to the City Hospital at Savanna. He will be absent from the office about two weeks. Hurry back Irve, we miss you playing ball.

The office force of the Milwaukee Roundhouse and Supervisors joined in presenting Mrs. Iona Willy, formerly Miss Iona George with a beautiful and artistic electric bridge lamp, as a token of remembrance account the event of her recent wedding.

Savanna had a carnival recently down on the Midway near the Railway Offices. One of the features was Tony's goat, which they had tied up in back of the Supt's Office. Among the other

attractions was a palmist and it is breezed about that the most familiar face seen frequently the place was that of one of our engineers. She was supposed to tell you your name, past, present and future for just \$1.00. Yes, he went every night.

Wedding bells have at last sounded in the Roundhouse Office—Iona George, Clerk for Roundhouse Foreman Slater, has entered into matrimony, she having married Sgt. Willey of the Savanna Provings Ground at Savanna, May 10th. Immediately after the ceremony the happy couple left by auto for a honey moon trip through the southern part of Illinois. Best wishes are extended the happy couple.

Elene has been so busy lately—she just finished the curtains for Kelly's car. They sure are pretty and he should think a great deal more of her after all that bother.

We heard Bill Sheetz trying to bribe one of the girls with a big box of candy if she would put a certain write up in the magazine but I guess this certain girl didn't think you would really buy the candy for we notice the article didn't appear. Too bad Bill, try some other bribe the next time—they may fall for something different.

C. E. Harvey, former D. M. M. at Savanna, dropped in the office the other day for a short visit. Seemed good to see him.

Joe Eberhart, the painter, is back on the job after a severe sickness. Glad to see you back, Joe.

Matthew Pollick, Caller on the third trick at Savanna Roundhouse, is the owner of a new Tudor Ford Sedan. Some class to our callers. Don't forget Mattie we like to take rides.

Walter seems very serious lately, for some reason. You know they say "In spring a young man's fancy turns to love"—so, perhaps, that is what ails Walter. Come on and tell us all about it. We can keep a secret really.

E. B. Curry, Welder Supervisor, of Minneapolis Shops, called on us a few days ago. Glad to see you Mr. Curry and call again.

Not many freight crews can boast of such a strong man as John Lopp. He actually broke a big iron bar in two while at work. How's that for strength?

Since the cut in employees, we wonder why the office looks so messy. It can't be that the brooms are all worn out.

Parker Pierce, Abstract Clerk, has taken a three month's leave and is testing out being his own boss in the auto repair work.

Dick Robbe is our new stenographer and Louise Freeman is Abstract Clerk.

Ed's happy face has also been missed at the transfer desk.

Here's hoping it won't be for long.

Martin Haley, Stevedore, has gone to California in the interest of his health. We hope the land of sunshine and roses will make him strong and robust.

Robert Cassell who has been ill for some time is improving, a fact his friends are all pleased to hear.

Sincerest sympathy is extended to Chas. Kelly in his recent sorrow on account of his sister Clara passing away.

Where is the biggest attraction, Kenneth, Mt. Carroll or Massback?

Look out George! This is Leap Year, "Safety First".

### River Division

M.M.

Business Men's Special Train passed over the River Division, May 23rd, stopping at the various places on the Division. The band which accompanied them made lots of merriment, especially at Wabasha.

Storekeepers J. T. Kelley and G. A. J. Carr and D.M.M. John Turney visited several places on the Division within the past. It was difficult for Mr. Kelley to find any surplus stock on Mr. Turney's and Mr. Carr's territory.

Conductor Ernie Smith has been confined to St. Mary's hospital. His many friends hope for a speedy recovery.

Agent W. G. Hanson claims that some of the freight cars are equipped with shower baths—especially so when brakeman Sullivan is on the train.

Mr. O-Gar was at Wabasha, May 23rd. Mr. O'Gar, being a contemporary of Mr. Fleming, quite naturally they recalled many reminiscences. Mr. O'Gar's memory is very acute as was demonstrated the day he called.

Engineer Fred Koch has been laying off enjoying a few days of bass hunting. Suppose the rest of us will be enjoying bass for a few days now.

### Madison Division Notes F.H.H.

The privilege of gathering notes for our magazine is going to be passed around and we are all going to have a chance at it. Let us remember that the correspondent can do little unless we assist by sending in the news items. Jump in and help out all you can and you will find that it will be much easier when your turn comes. The correspondent for August will be announced by bulletin.

Engineer Wm. Dee is back to work after a short vacation.

First trick operator Art. Hennessy of Janesville went to Madison, June 16th, to act as relief dispatcher in Mr. Maxwell's office during vacation periods. During his absence Harley Fish will work first trick, Ben Eller second and Lester Litney, third at Panesville.

Operator G. B. Glassener Monroe, deserves special mention for discovering a brake beam down on C. & E. I. 66685 coal for Highland Junction in Extra west, Lloyd, June 12th. Mr. Glassener's prompt action prevented what may have been a serious accident.

Train dispatcher John Hennessy, Madison leaves June 16th for a two weeks vacation. He expects to visit Yellowstone National Park, Denver, Colorado Springs and Kansas City.

Dog Run brakeman H. P. Carey claims the championship for changing auto tires. In order to not miss a chicken dinner recently he removed a rear tire, vulcanized the tube and was moving again in four (4) minutes. (This was told by Hosea himself so it must be the truth.)

Material Clerk W. F. Tarpley, Madison, now claims that Prof. Einstein is wrong. He will present his proof in a later issue of this magazine.

Operator T. C. Gaby, Milton, is out after the big fish these days. He landed a ten pound pickerel a few days ago.

A report is expected soon from Mr. MacDonald's office of the efficiency standing referred to in his bulletin of May 7th.

Following is report received from Roy Miskimins, Perishable Freight Inspector, Madison:—A. T. S. F. 59972 cows So. St. Paul, Minn. to Darlington, June 6th, way billed 20 cows, 3 calves, unloaded for feed and rest, 20 cows, 4 calves, reloaded 20 cows, 9 calves. Efficiency 30%.

Remember now help the correspondent out by sending him news items and get them in early. Keep the Madison Division on the map.

### I. & D. "Prairie Waves" Joyce

Summer is here in full force now—the question now before the house is when and where shall we spend our vacation.

Our girls are certainly taking on a spring appearance along with everything else—re-painted, shingled or re-shingled 'n everything.

Mae says she will never touch a car again. Nuff said, we don't dare tell any more.

Lucille A. Elson, Agent at Hutchins, has decided a change of climate won't hurt anyone. She is on an extended vacation in the west.

We now have a motor car running into Mason

City in place of the I. & M. train coming in at noon. We will give you three guesses as to just which track it is going to stand on. Looks as if it may be playing checkers but it might be "Mah Jongg". We don't know.

We wonder if the fellow lived in Iowa that wrote:—"It ain't going to rain no more."

Conductor Howie and family are also wandering around, taking in Seattle and Chehalis.

"Each morn' I bring thee violets" is an old saying but we know a girl in the Master Mechanic's office that goes home each night (after dark) with Bridal Wreath.

Geo. Deming, Jesse Mathewman and Lester Switzer three eligible young men, have purchased automobiles, at least Lester and George have as they have Ford Coupes but can't just say about the Jewett that Jess bought. George was so positive he had a wonder that he bought it with the assumption it would run without gas, and about three miles outside of Mason City one night he learned that Mr. Ford and Standard Oil were still in partnership.

Current News:—Marion is planning her vacation. Marie expects to take her's the same as usual, dream, plan and never go. Even as you and I.

Next month when vacations are in full swing we will try and give you a complete lineup of the whole division.

### Minnesota Central, I. & M. and McGreggor Western Railroad Veteran Association, 1864-1870

The Minnesota Central, I. & M. and McGreggor Western Railroad Veteran Association (men who worked for what is now the Milwaukee Road prior to 1870) held its fourteenth annual convention Thursday, June 5th, at Mendota. Thirty-five members and their families braved the elements to attend. This railroad ran the first through train from the Twin Cities to Chicago in 1867.

Among those in attendance were: From St. Paul, A. W. and Mrs. Glenn, Mrs. Horace Glenn and little daughter, Chas. F. and Mrs. Hall, Geo. H. and Mrs. Hazzard. Minneapolis: M. F. Crahen, Chas. M. Jones, P. J., Mrs. and Emma Baker, Tim and Mrs. Yons, R. H., Mrs. and John Branton, J. C. Howard, Geo. and Mrs. Ketchum, J. C. and Florence Scallen, S. S. and Mrs. Johnston and M. J. Gill, J. E. Quinn, Owatonna; W. C. and Mrs. Horrobin, Austin; S. F. Brown, Mason City, Ia.; W. N. Smith, Faribault; E. A. and Mrs. Eisenmenger, St. Paul.

The attendants began arriving at 11 o'clock. Dinner was spread in the city hall at 12:30. Secretary Johnston acted as toastmaster. The mayor of Mendota had supervised local arrangements and in his address of welcome announced that the keys to the city had been thrown down the town well and Mendota was wide open to its visitors during their stay. Father Mahoney gave a comprehensive review of his life's service in prohibition activities through Ireland, England and this country.

The secretary's report showed the death of three members this year. Geo. H. Hazzard gave a historical address on Mendota and its surroundings, D. C. Shepard and the Sibley family. Letters of regret were read from B. N. Lewis and the widow of W. F. McMillen, president emeritus. Officers elected: President, R. H. Branton; First Vice, W. A. Glenn; Second Vice, M. F. Crahen; Secretary-Treasurer, S. S. Johnston, Assistant Secretary, J. C. Scallen.

Following the business meeting the party visited the Sibley house and other historic spots, starting home about 3:30.

# Dearborn

THE Dearborn Organization is ready to discuss your water problems intelligently and to prove the value of its service to your railway by actual demonstration.



## DEARBORN CHEMICAL COMPANY

332 South  
Michigan  
Avenue  
CHICAGO

## Flannery Products

F. B. C. Welded Flexible Staybolts  
Tate Threaded Flexible Staybolts  
Taper and Button Head Stays  
Water Space and Radial Stays  
Flannery Grease Cups

### FLANNERY BOLT CO.

Flannery Building  
3528 Forbes St. Pittsburgh, Pa.

## ANNOUNCEMENT

Equipment is now being installed at Milwaukee which will enable us to hot roll tubes up to 5½" diameter.

### GLOBE STEEL TUBES CO. MILLS—Milwaukee

# CLASSIFIED SECTION

This is a new department in our magazine. Some excellent opportunities will be found here for employes who have an hour or two a day to turn into cash. We advise you to answer these ads and mention the name of our magazine.

## AGENTS

**Agents**—Live representatives wanted in every locality to show sample of the American Bank Roll and take orders; the greatest value in a \$1.00 pocket book ever offered. Full particulars on request. Why not add \$25.00 to \$50.00 a month to your income by selling us your spare time in this pleasant, profitable work. U. S. Leather Goods Co., Dept. M.M. 560-570 W. Monroe St., Chicago, Ill.

**Agents**—\$11.80 daily in advance (send for sworn proof). Introducing New Insured Hosiery—47 styles—35 colors—guaranteed 7 months—Fall line now ready—No capital or experience required—You simply take orders—We deliver and collect (or you can deliver, suit yourself) Credit given—Pay you daily—Monthly bonus besides—We furnish samples—spare time will do—Mac-o-chee Textile Company, Room 5167, Cincinnati, Ohio.

**Polmet**—The Wonderful Polishing Cloth that cleans all metals without liquid, paste or powder. Approved by "Good Housekeeping" and "Modern Priscilla"—sells fast at 25c. Sample free. F. C. Gale Co., 132 Edinboro St., Boston.

**Send for Big Bargain Sheet**—Tires, Accessories, Parts for Fords—Radio supplies and thousands of other items. Jones Motor Co., Dept. M, Bowling Green, Kentucky.

**Make \$17 Daily**—Finest Extracts, Food Products, Toilet Preparations, Household Necessities. Credit; Sample case Free. Write for amazing offer. Perkins Products, B-8, Hastings, Nebr.

**\$60-\$200 Week**, Genuine Gold Letters for store windows. Easily applied. Appoint sub-agents. 20 percent commission. Metallic Letter Co., 407 N. Clark St., Chicago.

**Agents**—Get our big sample assortment free offer. Tea, coffee, extracts, spices, food products, things people eat, 240 fast sellers. Big profits. Harley Co., 362 Harley Bldg., Dayton, Ohio.

**Send Me to the Darn E-X Laboratories**, Dept. H-G, Dayton, Ohio, and I will show you how their representatives make big money selling Darn E-Z Universal Fabric Cement, either full or spare time.

**Big Money and Fast Sales**. Every owner buys Gold Initials for his auto. You charge \$1.50; make \$1.35. Ten orders daily easy. Write for particulars and free samples. American Monogram Co., Dept. 67, East Orange, N. J.

**"Ulausa"**—Will pay world trip expenses" says Salesman Green. New Imported business necessity; compels attention. Sample 75c; satisfaction guaranteed. Importer, 422 Harvard, Glendale, Calif.

**Mason Sold 18 Comet Sprayers and Auto-washers on Saturday**. Profits \$2.50 each. Particulars free. Established 30 years. Rusler Co., Johnstown, Ohio, Box C-19.

**Soap Agents Wanted** to sell our big line of products. Sample case furnished. Write for terms and particulars. Linro Company, Dept. 151, St. Louis, Mo.

**Agents**—\$8 to \$21 a day. Take orders for Aluminum Handle Cutlery Set. Brand new. We deliver and collect. Pay you daily. Sample to workers. Jennings Mfg. Co., Desk C-32, Dayton, Ohio.

**Silk Fish Lines**. Oiled, enameled, or casting line. 25 yds. 13 lbs. test, only 75c. Send stamp for samples. Silkline Co., Dept. G, Pekin, Ill.

**Send for Big Bargain Sheet**—Tires, Accessories, Parts for Fords—Radio supplies and thousands of other items. Jones Motor Co., Dept. M, Bowling Green, Kentucky.

**New Wonderful Seller**, 96c profit every dollar sales. Deliver on spot. License unnecessary. Sample Free. Mission, Factory D, 519 No. Halsted, Chicago.

**We Start You** without a dollar—soaps, extracts, perfumes, toilet goods. Experience unnecessary. Carnation Co., Dept. 216, St. Louis.

**Make Big Money Easy** in your spare time. Double profits. New Self-Writing Mop. Easiway Company, 405 St. Paul, Baltimore, Md.

**Agents**—Three neckties boxed singly for \$1.00. Retail \$2.00, cash with order. President, 401 Searle Bldg., Rochester, N. Y.

**Hustlers**, take orders for Food Flanor. Ernest Shockey, Navarre, Kansas.

**Free Sample Case**—Soaps, extracts, toilet articles. Fast sellers. Big profit. Bestever Products Co., 1940-N Irving Park, Chicago.

**New Novelties from Japan, Germany and France**. \$20 a day easy. Write for selling plans. Spors Co., Lesueur Center, Minn.

## BUSINESS OPPORTUNITIES

**\$1 Hour**. Write showcards for us at home. Particulars free. Kwik Showcard System, 66-L Bond, Toronto, Canada.

**120 Money-Making Plans Free!** Wolverine Bureau, L-3, Muskegon, Mich.

## HELP WANTED—MALE

**Be a Detective**—Excellent opportunity; good pay; travel. Write C. T. Ludwig, 100 Westover Bldg., Kansas City, Mo.

**Men wanting Forest Ranger, Railway Mail Clerk and other government positions**, write for particulars. Mokane, BII, Denver, Colo.

**Firemen, Brakemen, Baggage-men, Sleeping Car, Train Porters (Colored)**, \$140-\$200. Experience unnecessary. 857 Railway Bureau, East St. Louis, Ill.

## HELP WANTED

**Detectives**—Excellent opportunity. Experience unnecessary. Write, George Wagner, former Government Detective, 1968A, Broadway, N. Y.

## MISCELLANEOUS

**Know Thyself**—Wonderful three-page Horoscope—your talents, character, love, friends, enemies, business. Send birth date, year, specimen of handwriting and 10c. Gargills, Box 2771-MR, Moston, Mass.

**Three Practical Booklets on Health**. The science of breathing, water cure and common sense diet. Price 25c each, 3 for 70c. Dependable Remedy Co., Lake Zurich, Ill.

**Send for Bargain Bulletin**. All makes of rebuilt motorcycles at lowest prices. Used parts half-price. Ash Motor Corporation, Rochester, N. Y.

**Signs, Banners and Cards** easily painted with Letter Patterns. Samples for Stamp. John F. Rahn, C2433 Greenview Ave., Chicago.

**Tobacco or Snuff Habit cured** or no pay. \$1.00 if cured. Remedy sent on trial. Superba Co., X10, Baltimore, Md.

**Money in Pecans**. Write, Blanchet Company, 347 Fifth Avenue, New York.

**"Music Composed"** to words. Bauer Bros., (formerly of Sousa's Band), Oshkosh, Wis.

## INFORMATION

**Guaranteed Information**, any subject. Strictly confidential, \$1.00. Doris Chemical Laboratories, East Cleveland, Box 59A, Cleveland, Ohio.

## HOME WEAVING

**Earn Big Money at Home**, weaving Colonial rugs, carpets, potteries, etc., from rags and waste material. Weavers are rushed with orders. Looms only \$9.90 and up. Write today for free illustrated Loom Book, telling all about the weaving business and quoting special credit terms on our low-priced, easily-operated looms. Union Loom Works, 330 Factory St., Boonville, N. Y.

## SPARK PLUGS

Special Introductory Price to car owners. Pronto Series Gap Mica Spark Plugs. Guaranteed to last life of motor. Positively shoot through oil. 100% Government test. Write quick. Pronto Sales Co., Council Bluffs, Iowa.

## CARBURETOR REPAIRS

Rayfield Carburetor, Sales and Service, 3941 Washington Blvd., Chicago, Ill. Have your carburetor rebuilt by experts and get more mileage, better pickup. Send carburetor parcel post, we will rebuild and ship back the same day.

## INSTRUCTION

**Double Entry Bookkeeping** mastered in 60 hours; guaranteed; diploma. International Bookkeeping Institute, Dept. 22, Springfield, Missouri.

## UNDERGROUND TREASURE PERSONAL

**Sixth and Seventh Books of Moses**, Egyptian Secrets, Black Art; other rare books. Catalog free. Star Book Co., HG, Camden, N.J.

**Lucky Charms, Secrets, Lodestones, Occult Books**, Catalog 4 cents. Box 55, Station I, New York.

## PHOTOGRAPHS

**Films Developed, Prints made**. Write for price list today. R. Kocielniak, 17214 Lamont, Detroit, Mich.

## MOTION PICTURE OUTFITS

**Bargain Lists Free**. Machines, Films, supplies for theatre or traveling shows. National Equipment Co., Duluth, Minn.

## PATENT ATTORNEYS

**Inventors**—Patent your ideas. Send sketch or model for opinion on patentability. Information how to proceed free. Reasonable charges. Frank B. Hoffman, Patent Lawyer, Union Bank Building, Washington, D. C.

## DOGS

**For Sale**, high class German Police Pups. Imported Stock, \$30.00 and up. Riverside Police Dog Kennels, Cooperstown, No. Dak.

**Beautiful registered bull pups cheap**. Bulldogs, 501 Rockwood, Dallas, Texas.

## POULTRY

**Profitable Poultry**. 32 hens paid for \$3,000 home in 26 months. Booklet for stamp. Spencer, R. 1, Santa Cruz, Calif.

## RADIO

**Radio Advice**—Any hookups, best ever—what's wrong with your set. Ask us. 10c in stamps. X-L Radio Co., 141 W. Ohio St., Chicago, Ill.

## MUSICAL

**Cornetists—Trombonists—Saxophonists—Clarinetists**. Get "Free Pointers" Name instrument. Virtuoso School, Concordia, 10, Mass.

## BOOKS

**Personal Success Books**—Illustrated catalog for stamps. Phipps Library, 1014 Belmont, Chicago.

## INTEREST TO WOMEN

**Hemstitching and picoting attachment**, fits any machine for home use. \$2.50 sent collect. Agents wanted National Sales Co., 12th Floor, 6 N. Mich., Chicago.

## MANUFACTURING

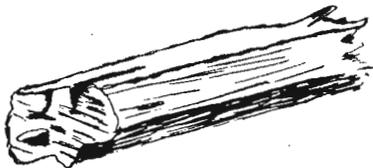
**Patented Articles, Models, Brass Work, Machine Construction; Dies Made**. Baum's Metal Specialties, Kansas City, Mo.

## OLD COINS WANTED

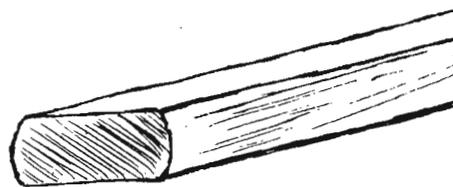
**Old Money Wanted**—\$50.00 paid for Liberty 1913 nickels (not Buffalo). \$50.00 for 1894 dime S. mint, etc. Thousands old coins, bills and stamps worth big cash premiums. Get posted. Send 4c for Large Coin Circular. May mean big profit to you. Send NOW. NUMISMATIC BANK of TEXAS, Dept. 14, Fort Worth, Texas.

**Rare United States Coins** for sale. Everett Granville, Numismatist, West Fitchburg, Mass.

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This untreated red oak tie failed after five years service



This .....treated red oak tie in service 20 years. Still sound.

Either zinc-chloride or cresote kills the germs and insures long life

## SPEND PENNIES AND SAVE DOLLARS

Our treating plants are equipped for all kinds of

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Place Anti-Creeper on Rail against the Tie. Drive until Notch engages edge of opposite flange.

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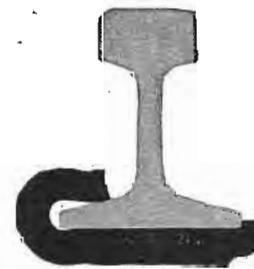
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Made of high carbon heat treated steel. Can be driven on from either gauge side or out side. Uniform method should be adopted

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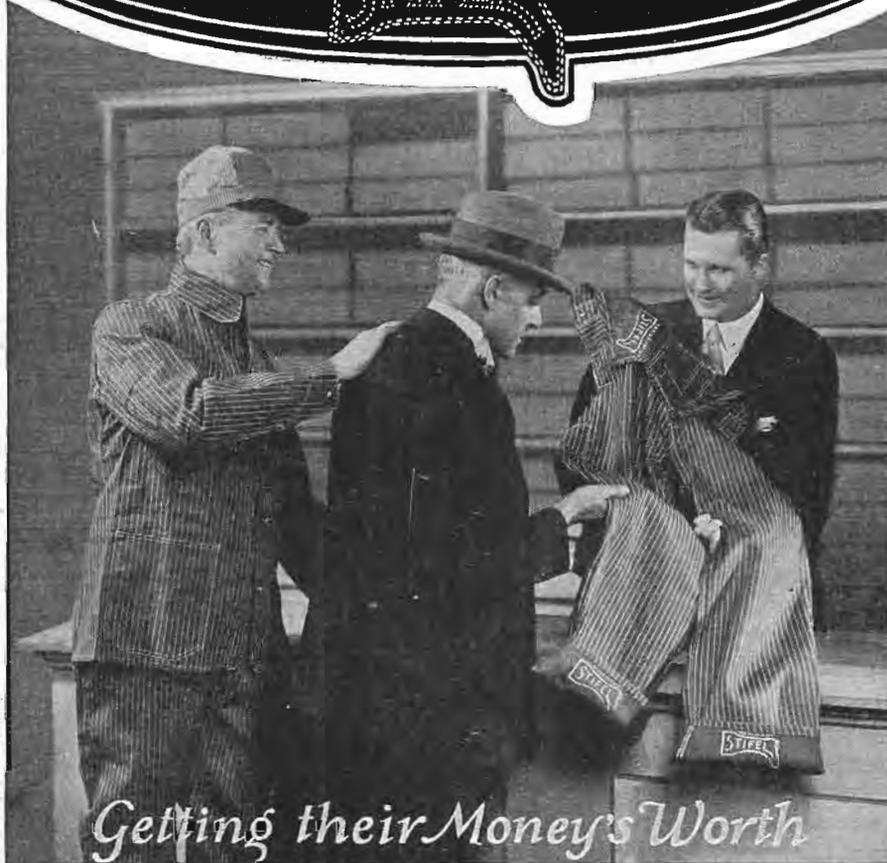
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CANADA AND OTHER COUNTRIES.

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"We both want work clothes made of Stifel's Indigo Cloth. I've worn 'em for years and know you can hardly wear 'em out. I wouldn't buy any other kind. Bill, here, wants 'em because he's heard so many fellows rave about 'em."

Railroad men have worn garments made of Stifel's Indigo Cloth for over 75 years because they have that honest quality that always makes good. To be sure you get Stifel's look for the Boot-shaped Trade Mark on every garment. For long wear and real economy, insist on Stifel's, the standard for over 75 years for work clothes.

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