

# THE MILWAUKEE MAGAZINE



*Looking West Across the Grand Concourse, New Union Station, Chicago*

**JUNE, 1925**



## So big —and so little



Between these two extremes are many other sizes of General Electric locomotives. Each year sees an advance in the electrification of railroads; for railroad men know that electricity cuts costs. Have you learned this in your home and office? There is some hard task of yours which electricity can do for you.

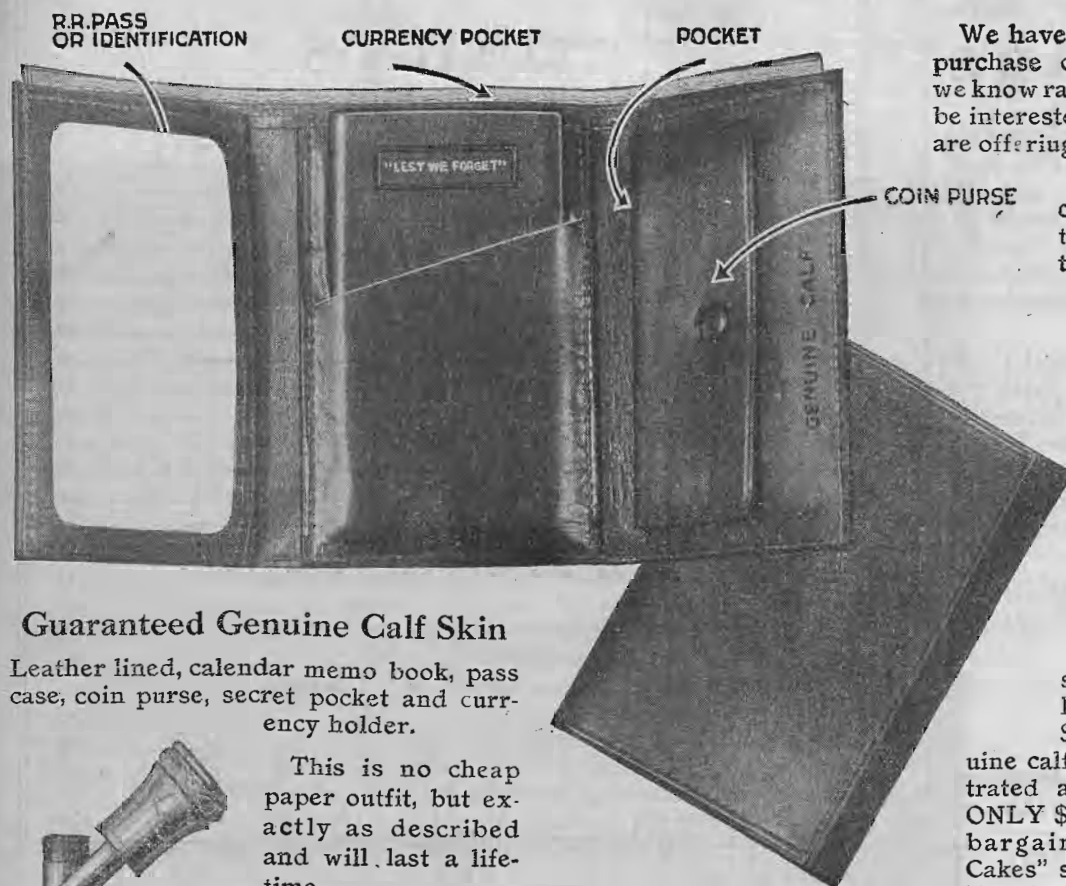
This is one of the biggest electric locomotives in the world. It hauls long and heavy freight trains on the Chicago, Milwaukee & St. Paul Railway.

On the narrow gauge tracks alongside it you will see the smallest electric locomotive that does real work. It hauls copper ore in a Northern Michigan mine.

# GENERAL ELECTRIC

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We are giving exceptional values on all these goods to move them quickly.

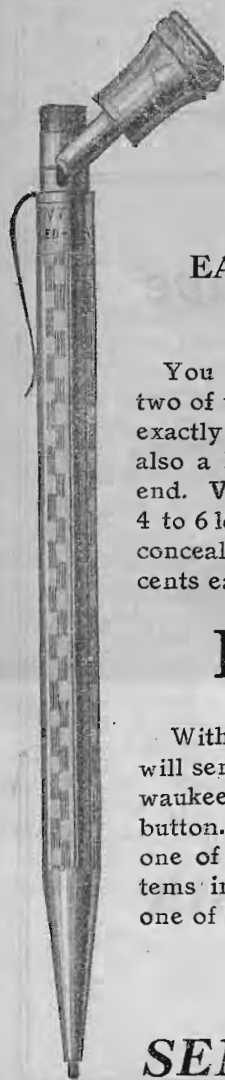
**Our  
Prices  
Cannot  
Be  
Beaten**

## Guaranteed Genuine Calf Skin

Leather lined, calendar memo book, pass case, coin purse, secret pocket and currency holder.

This is no cheap paper outfit, but exactly as described and will last a lifetime.

Try and buy this same grade leather pocket book for less than \$1.50. Beautiful genuine calf skin, exactly as illustrated and yet our price is **ONLY \$1.00**. This exceptional bargain will go like "Hot Cakes" so you had better send **TODAY**.



## EAGLE PENCILS

NICKLE FINISH

You will not regret ordering two of these. We have them as exactly as shown for men, and also a ladies' size with ring on end. Very beautifully engraved, 4 to 6 leads with each pencil, also concealed eraser. Our price, 50 cents each.

# FREE

With each dollar order we will send free a gold plated "Milwaukee" emblem screw back button. Indentify yourself with one of the largest railroad systems in the world by wearing one of these at all times.

## SEND TODAY

## FIELDERS GLOVE

This is a regular size, genuine horse hide fielders' glove, extra durable, and made to last a lifetime. These are only \$1.00 each, and for each \$1.00 you send us we will not only send you this honest to goodness glove, but also a gold plated "Milwaukee" emblem button **FREE**.



## FILL IN THIS COUPON NOW

RAILWAY SUPPLY HOUSE,  
53 N. Waiola Ave., La Grange, Ill.

Gentlemen:

Please send by return mail

for which I am enclosing

\$1.00. You are to also send **FREE** of all cost emblem button of our Railroad as illustrated above.

Pocket Book ☐

2 Pencils ☐

Fielders' Glove ☐

Name .....

Address .....

Check which item you want sent



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## Hit the Bull's Eye When You Save



In target shooting, everything depends on the accuracy of the eye and the steadiness of the hand.

Success in saving money, depends in a great measure on the steadiness of your aim.

Sit right down and figure out what you can and should save from your income each week. Use this figure as your target.

You may not hit the bull's eye every time, but constant practice will give you a bank balance worth having.

**First Wisconsin National Bank**  
**Milwaukee**

*Capital and Surplus Ten Million Dollars*





## The Milwaukee Receivership

A series of articles about the Milwaukee Railroad has recently appeared in various newspapers throughout the country.

These articles allege that the application for Receivership was "held back" until after the adjournment of Congress and that the railroad was thrown into Federal courts because bankers wished to handle the proposition that way.

The facts are that we approached the Government last fall to see about financial assistance in the way of a loan and were told the Government had no money to lend us. We considered it would be futile to follow with a formal request after we had been informed there was no money available.

As to the inference that relief could have been obtained by a "substitution of collateral": The Government holds about \$18,000,000 of our First Mortgage Bonds which are salable and if exchanged for other securities might have been sold for about \$15,000,000. This sum, however, would not have been enough to take care of the \$48,000,000 due June 1. Other bonds were selling at 50c on the dollar at that time.

When we found the Government was unable to assist us by new loans we felt it could help us in a practical way by reducing the interest on outstanding notes. A petition for reduction in rate of interest charged by the Government on its loans to the railroads was before Congress. I appeared before the Senate Committee and explained the financial condition of the railroad showing that it was paying 6% to the Government on loans totaling \$55,000,000, which cost the Government about 4%. The difference of 2% on \$55,000,000 amounts to \$1,100,000 a year. A reduction of 1½% would save this railroad \$825,000 a year in interest.

Secretary Mellon appeared before the Committee and recommended the reduction sought and the Committee seemed to favor such action but it was blocked by one senator who objected to the measure.

A reduction in interest on our loans would have been of material assistance at that time. It would have given us a strong talking point in negotiating for additional funds and would have shown in a practical and positive way that Congress was willing to help. This proposition was one of the last things considered by Congress and we could not tell until the session closed whether or not we would be granted the relief sought. When Congress adjourned without favorable action there was nothing left for the road to do but apply for Receivership.

All those connected with the Milwaukee Road have found much satisfaction in the fact that its financial affairs have been conducted in a manner free from "melon cutting," "stock watering," or other questionable practices.

The total capitalization of the railroad is only \$60,000 per mile while the average for all roads in the country is more than \$78,000. This \$60,000 a mile includes equipment trust notes and the Government loan, as well as stock and bonds.

The present financial situation is due to a succession of unforeseen developments in the last ten or fifteen years. In addition to the economic disturbance incident to the World War,—tremendous increases in prices of materials, wages, and taxes—much business has been diverted to the Panama Canal and to the motor vehicles.

The various changes in freight rates authorized by the Interstate Commerce Commission have worked out to the disadvantage of the carriers in the Northwest where the highest rates were needed because of the comparatively light traffic. While the average rate for hauling a ton of freight one mile on the eastern railroads last year was 76% higher than 1911 and for all roads in the country 50% higher than 1911, on the Milwaukee Road it was only 29% higher than 1911.

There is also to be considered the fact that much control over railroad affairs is exercised by state and federal government. Rates and taxes and wages and working conditions and many operating features and financial transactions, such as stock and bond issues, are controlled by the Government, and prices of materials are, of course, outside railroad control. Under these conditions it is not altogether fair to place upon railroad managers all responsibility for results.

That the railroad did not rush into Receivership is proved by the fact that it has continued to operate without profit since 1917 and, so far as earning its interest is concerned, it has been in default for that period except for the single year 1923 when it earned about \$200,000 above interest charges.

In spite of unfavorable returns the Milwaukee Road has constantly improved its service and has made a sustained, intensive effort to solve its own problems and avoid the embarrassment of court procedure.

Receiver.

# The New Union Station in Chicago

The great new Union Station in Chicago is an accomplished fact at last. On the 16th of May, its magnificent facilities were put in the service of the public, and the old red brick structure that forty-five years ago was admittedly "the finest passenger station in the world," was abandoned to the wrecker and to history.

The new buildings and their utilities, constitute by far, the handsomest and most complete passenger terminal west of New York City itself. The building which in engineering parlance is known as "the headhouse" and the concourse opposite have been shown on the cover of this Magazine, so that its outward appearance will not be unfamiliar to those seeing it now that it is in use; but the great, splendid interior both of the station proper and the lofty concourse connecting with the train sheds will be a revelation to travelers and visitors for many a day to come.

To begin its description in structural sequence, it will perhaps make the picture clearer if we arrive with a traveler about to proceed on the business of starting on his journey. His motor drives up to the Canal Street entrance of the main station, and he is conducted across the broad sidewalk to the entrance doors, thence down a splendid marble staircase to the grand waiting room on the main floor. Here he finds his facilities for the preparation of his journey in direct sequence. The ticket office is first in the progress, situated in the broad corridor that leads under Canal Street to the big concourse. A little farther along is the baggage checking department, and nearby is the parcel check room; all facing the corridor. Thence into the concourse, where he finds in the center of the room a bulletin board and information stand, from which he may learn all about leaving time, location of his train, etc. Then if he goes out on the Milwaukee, he will find his train on one of the ten tracks which serve this company's trains; if on one of the other roads using the station and which leave from the south end, he will seek his train on one of fourteen tracks. In every move that he has made, there has not been one backward step; all of the facilities are handy, are plainly in view, are also plainly lettered in a prominent place, so that a patron need never ask a single question or for a single direction if he prefers to make his way without guidance. These facilities are all on the train level, so that once within the station and down the broad staircases which lead from the street level, there is not another step to ascend or descend until the train is boarded.

In addition to the broad Canal Street approach, there is a handsome River Drive leading up to the east entrance of the concourse, from which travelers go directly by way of a broad and easy stairway to the concourse and across to the corridor where tickets and baggage are attended to. This River Drive is a picturesque bit set down in the highly utilitarian section of Chicago's



Mr. Joshua D'Esposito, Chief Engineer Union Station Company

most densely crowded wholesale district. It leads out of Jackson Boulevard on the south and from Adams Street on the north, at the west end of the river bridges on these two streets. The river side is protected by a high stone balustrade ornamented at intervals by electric lamp posts rising from the wall.

Here at the River Drive, both on the north and south, are facilities for hurrying commuters who have scant time for stairways and so may reach the train shed level by way of easy ramps that lead from the street down to the concourse from both directions.

The concourse, whose interior is shown on the cover of this issue of the Magazine, is a complete and splendid building in itself. It is 245 feet long, 204 feet 6 inches wide and 90 feet 3 inches in height. On the east side, under the great stairway that leads from the River Drive are located grille rooms to the left and the telegraph office at the right. On the landing of the grand stairway are the offices of the station master.

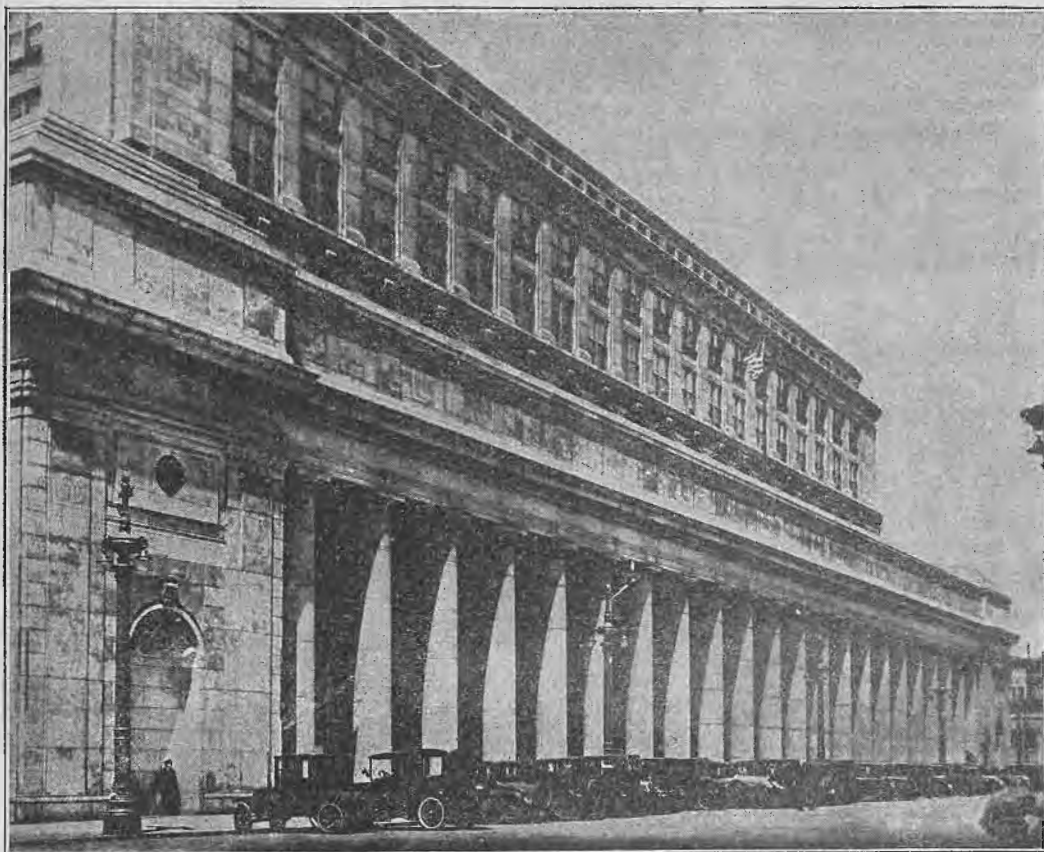
On the opposite side of the concourse is a similar stairway leading to the main or Canal Street entrance; and under this

stairway the grand lobby leads under Canal Street to the station proper in which are located the main waiting room and the numerous facilities that are a part of the comfort and convenience afforded travelers using the Union Station.

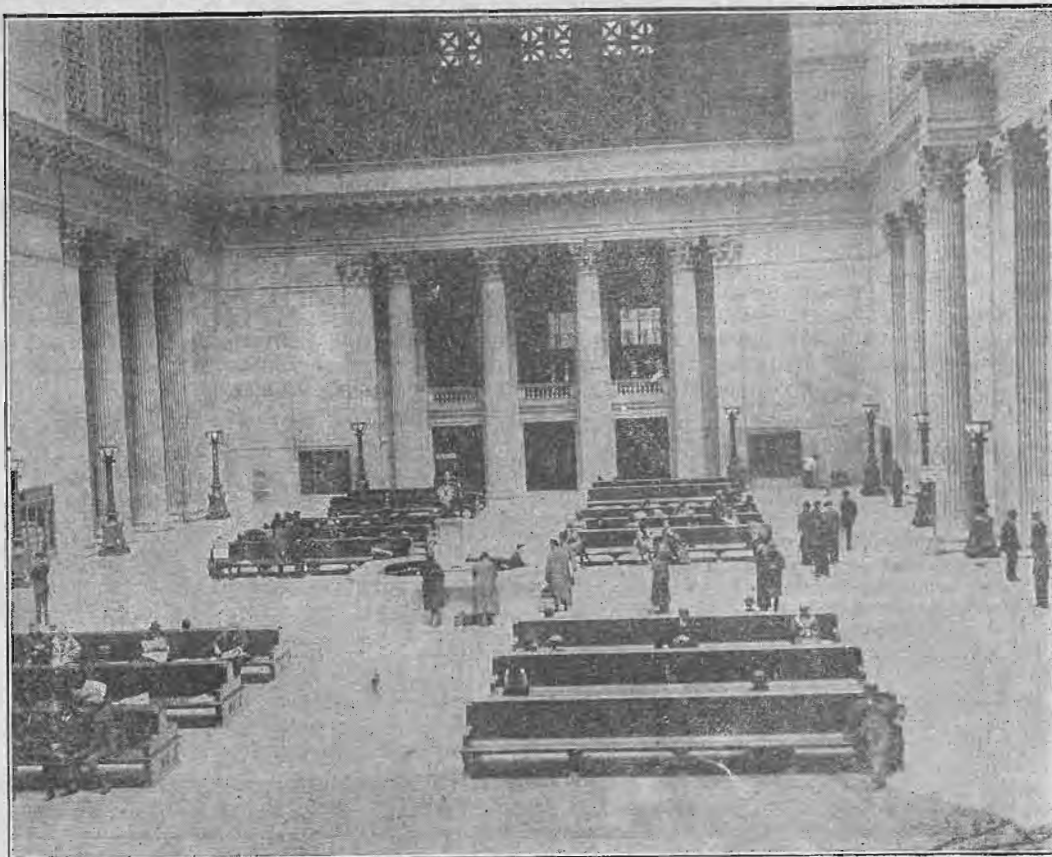
The interior finish of the concourse is terra cotta and steel-work in a light grey tone with light grey cement floor.

The cab stands and cab drives are at the north and south sides of the building, entering from Clinton Street on the west and proceeding along the protected driveways to the platforms in the cab stand which lead through vestibuled doorways to the concourse lobby and thence to the facilities as before described. Here, also, all is on the train level, with no steps up or down before reaching the trains.

The main waiting room is a masterpiece, architecturally, artistically and from a utilitarian standpoint. It is 29 feet long, 100 feet wide and 111 feet in height. The walls and Corinthian Colonnade are of Italian marble and the floors are pink Tennessee marble. The lighting is accomplished by a battery of flood lights at each end and from fourteen massive bronze torches on either side of the room. In the center of the



Main Entrance on Canal Street



Main Waiting Room

room is placed the Information Desk, while the seating capacity of the waiting room is enormous, the great size of the apartment leaves a sense of space between the rows of handsome and comfortable walnut benches that extend up and down both sides of the room.

On the west side of the room are the lunch rooms, reached through vestibuled doorways; while the formal dining room at the southwest corner is entered through a spacious passage from the waiting room at one side of the lunch

room. The facilities for feeding great numbers in both lunch and dining rooms are complete and of the most modern type. There are three large lunch counters while room for tables is provided on a balcony above the main floor. In the



formal dining room the appointments are as perfect as may be found in the best hotels. The dining room is finished with a walnut wainscoting, frescoed ceiling and handsome fixtures. The lunchroom is of marble and verde antique, with low walnut wainscote.

On the northwest corner is the special room for women; and a glance at this handsome room indicates at once that the comfort of the women travelers is paramount. The walls and ceiling of this room are done in soft coloring, which with the handsome rugs and luxurious furniture, gives more the appearance of a handsome lobby in a Woman's Club than a "lounge" in a passenger station. The toilet utilities are located in the basement reached by a handsome marble stairway. An elevator from the women's room leads up to beauty parlors, baths, special rooms for invalids, etc.

At the opposite end of the main waiting room are the men's rooms, with facilities for baths, showers, a handsome barber shop and toilet utilities in the basement also reached by a marble stairway.

On the east side of the waiting room is a large drug store, and other shop space, telegraph office and the entrance to the ticket lobby and concourse. At the extreme ends are the lobbies leading to the elevator halls that serve the office building, and numerous small shops designed to furnish patrons with the various necessities of life and of travel.

The ticket office has twenty-nine sales windows, each arranged so that every ticket seller can furnish all tickets, reservations and other requisites for travelers to all parts of the world, a convenience that cannot be sufficiently appreciated until a patron has had an opportunity to test its comfort and efficiency.

In the basement are the facilities for handling the baggage which enters the building by way of special baggage driveways leading from Jackson Boulevard and Adams Street around to the center of the building to baggage room under the concourse. Here it is loaded on the trucks and brought up by motors on inclined runways to the train level. The plan for handling baggage does away entirely with the former annoyance of baggage trucks impeding the passage of passengers to and from trains; because this is all handled on special inclined approaches and separate platforms over which passengers do not have to pass to reach trains.

The general utilities for operation of the station are located in the basement of the main building, including the immigrant waiting room, the kitchen and bakery for the lunch and dining rooms; and cafeteria for patrons who prefer self service.

Concerning the development of the new Union Station, Mr. Joshua D'Esposito, Chief Engineer for the Union Station Company, who has been in command of the splendid corps of engineers engaged in the great work, writes:

"The claim is not made that the new Chicago Union Station is a radical departure from the accepted idea of a modern passenger terminal of its type; nevertheless it is felt that this newest of stations in the negotiations leading to its development, in the provisions made to meet its peculiar requirements, in the arrangement of a combined sta-

tion and office building, and in the solution of a mail-handling problem, possesses many characteristics which invest the subject with distinctive interest.

The Chicago Union Station had to be co-ordinated with and worked into a "City Beautiful" plan; it involved real estate transactions of the most complex nature; it necessitated the creation of new freight terminals for several railroads; it furnished the opportunity for the building of the first large railway mail terminal building in the United States; and made possible a station layout which although placed below the general street level, owing to the limitations imposed by the site, is a one-level station in the full meaning of the word; that is, one in which the users find all the facilities of the station on one floor, and that, the track level floor.

The earliest plan contemplating the rebuilding of the Union Station dates back to 1901, at which time less thought was given to co-ordinating a passenger terminal with plans of city development than at present.

\* \* \* \* \*

The construction of the new station and its related facilities (commenced in 1914) was delayed by the World War conditions and was entirely suspended on that account for more than one year. Several strikes interfered with the work, the longest causing a suspension for nine months of all construction activity during 1916-17. The work was delayed again in 1921 when the decision was made to change the original plan to one providing for an office building."

Paragraphically, the progress of erection and the great amount of preliminary work done, is shown in the following:

Ordinance accepted September 23, 1914, and work started in the Fall of the year. Work was greatly retarded during the war and there have been delays due to strikes in 1916, 1917 and 1919.

Area of Station Company's property—35 1-3 acres.

The Headhouse occupies the block between Adams Street and Jackson Boulevard, and Canal and Clinton Streets, this block being immediately south and west of the present Union depot building.

#### Station Building

Length east and west—320 lineal feet.

Length north and south—372 lineal feet.

Area, 119,000 square foot.

	Length	Width	Height
Main Waiting Room .....	269' 2"	100' 0"	111' 0"
Women's Waiting Room .....	73' 5"	54' 0"	34' 9"
Lunch Room Floor Space .....	110' 10"	62' 4"	39' 4"
Lunch Room Mezzanine .....	95' 5"	23' 0"	
Dining Room .....	56' 4"	42' 6"	30' 6"
Dining Room Foyer .....	23' 11"	16' 0"	20' 6"
Dining Room Passage .....	21' 11"	11' 3"	20' 6"
Barber Shop .....	47' 9"	25' 10"	15' 5"
Barber Shop Lobby .....	47' 5"	21' 6"	14' 8"
Ticket Sales Work Space .....	103' 0"	63' 3"	11' 4"
Drug Store .....	89' 0"	59' 0"	11' 10"
Cafeteria, Basement, approx. ....	112' 0"	75' 0"	9' 6"
Concourse Building .....	245' 0"	204' 6"	90' 3"
Grille Room .....	41' 1"	22' 0"	8' 6"
Concourse Under Canal Street .....	189' 6"	104' 11"	13' 0"
Canbaid capacity .....			100 cabs
Trainshed area .....			460,000 square feet

#### Number of Station Tracks:

North End—10.

South End—14.

Capacity Station Tracks, 256 cars with 20 engines.

Longest Platform, 1360 lineal feet.

Baggage handled on separate baggage platforms. Platforms descend from track level to basement by means of inclined approaches. Entire basement of



Col. N. L. Howard, General Manager, Union Station, Chicago

Concourse is given over to the baggage room.

Approach Tracks are placed on ballast laid on a 10 in. concrete slab—130 lb. rail.

The Concourse building is located on the block immediately to the east, bounded by Adams Street and Jackson Boulevard, and Canal Street and the River, the two buildings being connected by extending the Concourse floor under Canal Street.

Headhouse and Concourse are of Indiana limestone. Interior treatment of Headhouse of Roman Travertine; Concourse terra cotta and ornamental iron.

Trainsheds now under construction will extend from Adams Street (the street immediately south of the present Union Station) beyond Madison Street on the north and from Jackson Boulevard to Harrison Street on the south.

Monroe Street, Van Buren Street, Harrison Street, Polk Street, Forquer Street and Taylor Street have been reconstructed between Clinton Street and

Canal Street to meet the grades of Canal Street as elevated.

The Metropolitan Elevated Railway has been raised between Clinton Street and the River and the Surface Lines tunnel has been lowered to permit depression of tracks and new station facilities.

Property extends from Carroll Ave-



the south, about two miles, all lying east of Canal Street with the exception of the block west of Canal Street be-

tween Adams Street and Jackson Boulevard, upon which the Headhouse is constructed.

# May Day in Germany, 1922

By Will Drake

This is written on May-Day, 1925 and whenever the month of May comes I think of the time, that I nearly got killed in an attempted bolshevist revolution in Berlin. I was spending some time in Hamburg, and had been warned that there would probably be trouble on May-Day, and it would be a bad time to go travelling, but I had no other time in which to make the trip, and so I went. Besides a person who has spent their entire life under a strong stable government like the American is slow to realize that there can be actual physical danger, at times, from the actions of unorganized mobs who are trying to overthrow the authorities.

May-Day all over Europe is a labor holiday, and if there are any dissatisfied groups they choose that day for their demonstrations. Things, in 1922, were not particularly quiet in Germany any way. There was a large party, that was complaining about the servile terms that the allies had forced on the nation. In several shop windows were lithographs of Frederick the Great and Bismark bursting out of their tombs with swords in hand.

One night Hamburg was freely decorated with posters of Frederick's face and underneath was printed, "Is this my Germany"? This was supposed to have been done by the Royalists. The next night every picture got a large daub of red paint completely obliterating the printing, and this was supposed to have been done by the Socialists. Altogether things were seething under the surface and one did not discuss politics at all. Just a few days before the first of May, the "Proletariat", as they called themselves, gave a demonstration in honor of a Socialist official of the government who had been assassinated, by declaring a one day strike of all workers, and until 5:00 P.M. that day Hamburg had been the quietest place that I had ever seen. Not a public utility was operating. Not only was there no street car service but there were no electric lights or telephones. Taxicabs were not to be found. The railroads were not running and the station was closed and the doors bolted. Cafes and restaurants that had been built without locks on the doors were closing by barricading with tables and chairs. Groups of workers, mostly the younger element, paraded with red streamers on their arms and shouted, "Hoch! Die Proletariat"! Truly, if there ever were prospects of a disorderly May-Day, they were in evidence this year, but as I said, I didn't realize the danger, and I took a chance.

April 30th was raw and cold,—not actually raining but uncomfortably damp. I was going up on the night train and I went to the station about an hour before leaving time, to get to bed and get a good rest, because the train was due in Berlin very early the next morning. I hunted for the sleeping car ticket

office. It was designated by a sign reading "Casse Miteuropaischespiessenschlafwagengesellschaft". The Germans have a penchant for long words, but this was the longest one that I had ever met. I think our system is better. We would have written it, "Ticket Office, The Middle Europe Dining and Sleeping Car Company", but anyhow I knew that it was the place I was looking for, without trying to pronounce it, and I went to the wicket and told the man inside, speaking in as choice German as I could command, that I desired a First Class Train and Sleeping car ticket to Berlin. He said, he did not have any and to get it on the train. Now everyone who has handled foreign help in this country knows how frequently they will resort to the plea of not understanding, when they are told to do something, that they do not want to do, or are asked a question that they do not care to answer. Before going abroad I never knew just how convenient this was at times, but while there, availed myself of it often. I knew that sleeping car travel by native Germans was exceedingly uncommon, and that it was the custom of the ticket agents and conductors to work together for their mutual advantage, in the same way that a theatre ticket agent does with a scalper. I said very haltingly, that I did not understand,—that I was an American who wanted to go to Berlin. I showed my money, and repeated that I wanted to buy a first class sleeping car and train ticket. The ticket agent made some exclamation that sounded like, "Ach Gott", slammed shut a ledger he was writing in, and proceeded to make a search for ticket forms, which he found after some little poking around. He dusted them off and then made a search for the diagrams, and sent a man down to the train, probably to inform his partner in graft that there was, "one of those ignorant foreigners" upstairs, who couldn't be made to understand any thing and so they would have to make an exception in their system. Evidently the sale of a first class sleeping car ticket at the office provided for that purpose was something out of the ordinary. At last after entering my name and address in a book inspecting my pass-port and doing a lot of impressive stamping and blotting, I passed the money through a slot on one side of the window and received the ticket, through another on the opposite side, that entitled me to a berth and transportation, first-class, on the midnight train to Berlin,—Cost 66,000 Marks or about \$1.75. The distance is 190 miles.

I had had some misgivings about this sleeping car service. Some of my friends who had tried it, had said, it was bad. Others had said that it was good. I didn't know what to expect. There had been no heat in the station concourse, and I had gotten cold while I was arguing with the ticket agent

about the ticket. Besides that I was wet, and I had visions of a cold car and all sorts of discomforts, so when I came down on the station platform and saw the train with a fire blazing merrily in a large square stove like a kitchen range, near the door, I was well pleased.

The train conductor with red stripes down the side of his trousers, and more gold braid on than an admiral in the American navy, met me smilingly, and showed me into my compartment. He pushed up the upper berth and left me, after asking me what time I wanted to be called. The berth was cross-wise of the car. It was only wide enough for one person, and there was barely room enough beside it to stand. The compartment was only about four feet wide, but very complete, well lighted by electricity and heated by hot water. There were toilet facilities and marvelous to tell, a water bottle with real water in it and a tumbler. Truly, the only place in all Germany that I saw any real drinking water unless I especially asked for it. I was asleep before the train started, and when I awakened, we were rattling over the switches and past the freight cars in the Berlin yard, and some one was banging a gong out in the car corridor to waken the passengers.

I was dressed and ready to get off by the time the train was in the station, and after a breakfast at the depot restaurant I walked out to view the town.

Everything was very quiet. It was still early. Some of the shops were opening up, others had not removed their shutters. There was to be a parade and some of the streets were roped off. At several street corners were placards reading, "Hoch! Der Republic" fastened on lamp posts. Bills were posted in numerous places, asking people to support the government and refrain from disorder. Usually there was a small knot of people collected in front of these, engaged in reading the fine print, which set forth the governments' policy and the penalties for obstructing it. I walked around through the parks, 'till the shops opened, then did some shopping, rode on the subway and visited the public buildings. As midday approached more policemen appeared on the streets. One or two automobile trucks loaded with them carrying rifles and with a machine gun to each truck unloaded where I happened to be. The machine gun was set up at a street intersection and the policemen distributed themselves along the thoroughfare. Some of them carried cards on their rifles also reading, "Hoch! Der Republic". A German policeman is hard to distinguish from a soldier. The regular uniform is the same color, and his equipment consists of a sabre and a revolver with a cartridge belt. Today they all carried rifles with bayonets which gave them more the appearance of soldiers.

Towards 1:00 P.M. it began to rain and I went into a restaurant to get my dinner. When I came out I directed my steps over towards "Unter Den Linden", which is the Pennsylvania Avenue of Berlin.

According to what the newspapers said the next day, the Bolsheviks had

planned a demonstration to show their strength, and a part of it was to be a parade from the Royal Palace to the Reich Building which are at opposite ends of the street, but at the start of the parade some one threw a bomb at the Palace, and the police charged the mob, which proved to be armed and fired in return. The police returned the fire, and the shooting became general on both sides. The soldiers were called out and several people were killed. Finally numerous prisoners were taken and the Bolsheviks were routed, but not 'till after they had destroyed some property and done other damage. I did not see all of this, though, I was too busy. What I did see was as follows:—I came through the Brandenburg Gate and walked down the street 'till I got to where the statue of Frederick the Great stands. At that point the sidewalk was so crowded that I took to the street. The people there got thicker and thicker, and all seemed to be going in the opposite direction to me so that it soon was impossible to make head-way against them. I heard music and found that I was in the center of the parade. It had no head or tail to it, and its only uniformity was its speed and general direction of travel. There was only one thing for me to do, —turn and go with it, and gradually edge over towards the side of the street. Before I could carry out this manouver, though, there was an explosion behind us about a block away, and crashing like falling glass. Instantly the music stopped and so did the marchers as by prearrangement. There was a pause of perhaps ten seconds and then some shooting, and the parade broke up, and those who had composed it began to throw stones through the windows of buildings. When they did that the gates of the University Grounds opened and a company of soldiers rushed out and charged the mob, who produced revolvers and short rifles and fired on the troops and the troops returned the fire.

I was between these two combatants and how I escaped being hit is a mystery to me yet. I joined the troops' side as soon as I could, and keeping

close to the buildings made my way back to Brandenburg Gate. Most of the fighting there, seemed to be with sticks and stones, but I saw one man near me pull a small parcel from his pocket, about as big as a quarter of a pound of tea and throw it at the base of a statue about 50 yards away and when I was a small boy, there was some blasting going on near our house one time, and I got hold of a blasting cap. Some one told me that if I would lay it on a stone and hit it with a hammer, it would make a lot of noise and I did it. All that I was conscious of was that the hammer just seemed to float away out of my hand. My head was ringing but I didn't hear any noise. When I looked around though the dog and chickens were running away so there must have been some commotion. The sensation was about the same when the paper bag I saw thrown, hit the base of the statue and I saw a flash, felt a blast of air past my face and the statue just crumpled down. Several soldiers near it were knocked flat, and didn't get up. I stood undecided what to do or where to go, 'till I saw the same fellow fumble in his other pocket, and pull out a second package like the first. Then I left. I picked up the skirts of a long rubber coat I had on, so as to get free leg action and I ran to the limit of my endurance.

It was the first time I had ever been exposed to danger that seemed to me to be incombustible. There was no head nor organization to it, so how could it be fought? Besides it was not my fight, and I had no reason to think I would be any more welcome in one party than the other. Hastily reasoning in this manner, I made away as fast as I could, and was overjoyed to find the city a few blocks away perfectly quiet and orderly. When I reached the station, a train was due to leave for Hamburg in a few minutes, and I got aboard, and was glad when it started. When I got to Hamburg I learned that there

had been riots there that day, but nothing serious.

I have been back to Berlin since, but have never been comfortable, while in that neighborhood.

#### A C. M. & St. P. Limerick

A brakeman once named HARTLEY  
Whose home was out in ORTLEY,  
Joined the road at a town called  
NEOLA;

His sweetheart was CHRISTINA—  
She lived out in DALKENA  
And played sweet music on her VIOLA.

Said he, "Sweet NASOTAH"  
Let's go to MUSCODA  
And see the bird they call PEDEE.  
She answered, "Oh! ROY  
We'll have plenty JOY  
Ump-ta-da-da-dum TWEEDIE".

So they met in PEWAUKEE  
And took the MILWAUKEE  
And rode 'till they reached VARINA  
When he doffed his FEDORA  
And said to GLENDORA,  
Now we'll dine on the SARDINA.

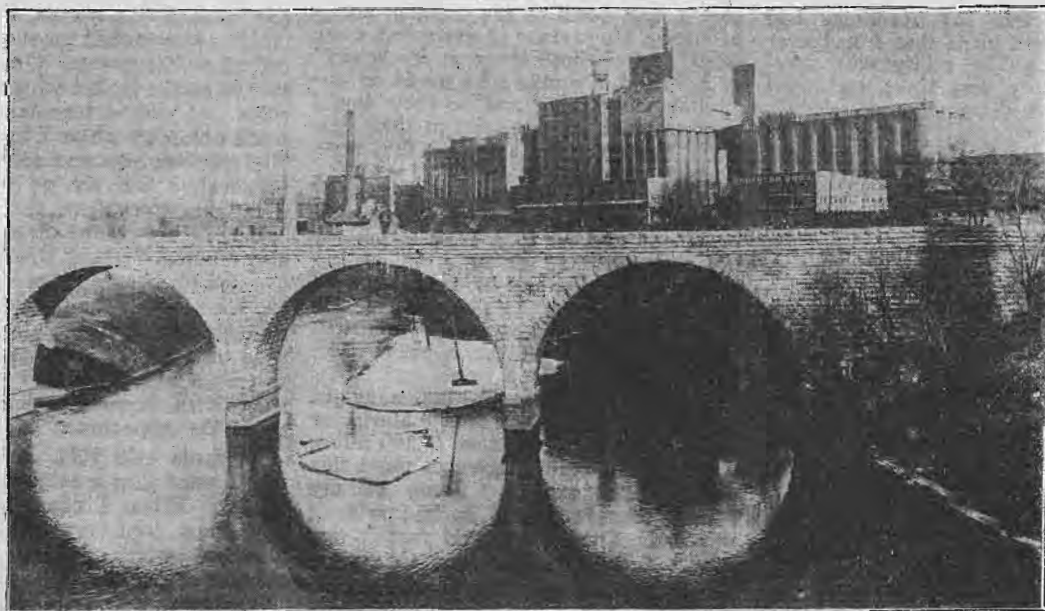
They entered the ARENA  
MONROE and his LENA  
For to play a game of POLO.  
But his sweet RAMONA  
Fell on her CORONA  
And now can not write BUFFALO.

He whispered MELVINA  
You're gonna be MINA  
We'll build our home in MONANGO  
Then bathe in TACOMA  
And go to WAUCOMA  
By way of that town MARENGO.

I'm going to be GOODNOW  
And make a little kowtow,  
Sending regards to all my friends in  
CORTLAND.

I hope you will like this limrick,  
If you don't; blame it on HORLICK  
And drink a malted milk to me in Portland.

W.D.S.



Milling District, East Side of River, Minneapolis, Minn.



## Saving of Fuel

Wm. Bostrom

In my writing in regard to "Saving of Fuel" which appeared in the January Number of the "Milwaukee Magazine", I made some statements which at a first glance seem to be very much exaggerated. But will try to explain this statement by a simple fact free from technical terms as much as possible, because technical terms mean a certain amount of mystery and are not interesting to one who is not familiar with them.

When we consider the process of combustion, burning of all the fuel and utilizing all the heat resulting from the fuel, we are forced to also take into consideration certain chemical changes, different gaseous element, then origin, changing and final destruction.

In regard to the fuel which we assume to be coal, and not knowing the relative percentage of carbon, hydrogen and other elements that the coal contains, we will assume that coal is pure carbon. One pound of coal contains 14,500 heat units. One heat unit is the quantity of heat required to raise the temperature of one pound of water one degree. It is now clear that any loss of heat units is a loss of fuel, which we will see later.

When coal comes in contact with heat, gases will form and it is these gases we will have to take particular care of and not let them pass up the stack unused.

In pure carbon coal the theoretical CO<sub>2</sub> (Carbon Dioxide) would be 20.7% per volume but as coal never is pure carbon the theoretical CO<sub>2</sub> will be less, depending upon the percentage of Hydrogen in the combustible. Carbon Dioxide is formed when Oxygen in the air combines with the carbon. In the reaction of combustion the Oxygen and Carbon disappears and a new gas is formed and is called Carbon Dioxide or CO<sub>2</sub>. This symbol tells us exactly what this gas is composed of, namely, one part of Carbon (C) and two parts of Oxygen (O). This gas CO<sub>2</sub> is the principal gas we are trying to get at because that gas will tell us very nearly how much coal we are wasting. A low percentage of CO<sub>2</sub> means a waste of fuel and the lower we find it the more we lose. For example, a drop from 16% to 10% indicates a fuel waste of about 6% whereas a drop from 10% to 6% means a waste of fuel close to 12%. Anything that is diluted loses its quality, depending on the percentage of dilution, for example take a quart of milk containing 20.7% cream and add one quart of water and our two quarts will contain 10.35% of cream. We have the same amount of cream but the diluting reduces the percentage of the cream in terms of the total milk and water mixture. The air supply has the same effect on the gas CO<sub>2</sub> as the water mixture has on the cream and milk.

In making analysis of fuel gases the best percentage of CO<sub>2</sub> is somewhere around 14 or 15%. We will then utilize all the heat units possible and consequently will save fuel.

A great deal has been said about the CO<sub>2</sub> how it was found and other things regarding that gas. Now why does a low percentage indicate a waste of fuel?

The percentage of CO<sub>2</sub> is a ratio of the air used to the air that has not been

used. But this air that has not been used or the excess air has absorbed some of the heat units and has consequently caused a waste of fuel. Supposing we are taking a gas sample and the analysis shows 10% CO<sub>2</sub>. What does that 10% mean? It means that we are using 107 percent more air than necessary to burn the coal or that for every 100 cubic feet of air used to burn the coal we are taking in and heating 107% excess air to the temperature of the uptake gases. If these conditions exist we will have to burn more coal and heat more air in trying to keep up steam to the required pressure. The actual fuel loss in this case will be close to 6%. To find the amount of excess air from the reading of the analyzer subtract the observed percentage from 20.7, divide the remainder by the observed percentage and multiply by 100, then allowing 12.11% of excess air reduction for one percent saving of fuel it will be easy enough to find the loss of fuel on 10% of CO<sub>2</sub>, the loss in this case will be about 5.69%.

How and where do we get this excess air?

It will take too much space to go into details but I will discuss a few cases.

Inside of the furnace is a partial vacuum and the nature tries its best to destroy that vacuum. We will go on a hunt and see if we can find any place where nature can get in and so do harm. We will find the fire door closed but is it tight? By the way why do we close the fire door? We have to open it every so often to put in some more coal why not leave it open?

It is a shame to waste good paper and ink to print that question. The question is easy to answer, because too much cold air is rushing in and how in the name of common sense can we keep the pointer on the steam gauge at the required pressure with the door open? We are now in for the cold air proposition. Going into details will only land us in the land of complications and we do not want that. We want plain facts.

Now I will ask a question. What is the difference if we take in the 107 percent excess air through the fire door or some other place?

None, absolutely none.

How is the fuel bed on the grates, have we the right thickness of fuel for the draft we are using? The differential draft gauge shows that we have say 30 hundredths of an inch draft. The draft may be anything but we assume it to be 30 hundredths. Applying the gas analyzer we find as stated 10% CO<sub>2</sub>. The blessed fire door is tight too. Where do we get that extra air from?

Look at the fuel bed, there may be a few holes in it or altogether too thin. Thickening the fuel bed and applying the test, we find a better reading than before, say 11% CO<sub>2</sub> or 1% better than before.

If we get 1% better conditions a day we will get to the top in 5 days. But we also have other gases to contend with in our progress to economy. It is possible that we have not air enough and that will also indicate a low percentage of CO<sub>2</sub>. Now let us find a reason.

If the volume of air is insufficient there will not be enough Oxygen to convert all the Carbon Dioxide, some of it will receive only one part of Oxygen

instead of two and the result will be that the Carbon will be only half burned and another gas will be formed and this gas is called Carbon Monoxide or CO. one part of Carbon and one part of Oxygen.

What kind of gas is Carbon Monoxide? Carbon Monoxide is practically the same kind of gas that the City Gas Company sells us for domestic purposes and charge us so much per hundred cubic feet, an altogether too valuable gas to send up the stack. We are losing again, losing at both ends and in the middle. How do we lose on the percent of CO? When carbon is burned the CO<sub>2</sub>, 14500 heat units is released in the furnace, but when carbon is burned to CO. only 4400 heat units are released and the remaining 10,100 heat units go up the stack with the gas CO. That's how we are wasting so much of the fuel.

To find the loss due to CO. in percentage terms of total carbon burned, divide the percentage of CO. in percentage by the sum of the CO<sub>2</sub> and CO percent multiply by 100 divide by 145 and multiply by 101.

It is not advisable however, to try too much for CO as it takes too much time. Experiments have shown that if we can work our percentage of CO<sub>2</sub> up to the standard height there is very little danger of any great amount of fuel waste by the presence of CO.

Be careful of locating all openings where air can get in and cool off the gases, whether it is through the fuel bed or boiler setting. Be sure to keep the cold air out and the heat in.

There is no mystery in regard to making steam, no mysteries surround the fire and still less the water. Putting the two in communication and the result will be evaporation of the water and that vapor is steam.

Do not get confused and believe that a low draft means a high percentage of CO<sub>2</sub>. We can get a high percentage of CO<sub>2</sub> with any draft in reason but there must be a relation between the draft and the resistance of the fuel bed.

Finally let it be impressed on our minds that the more of the gas CO<sub>2</sub> we make the more steam will we get from unit quantities of fuel and the more steam we make the less quantities of fuel we will burn.

Hoping the fuel saving proposition has been explained in a general way and if any saving of fuel will be accomplished by the observations in regard to existing conditions in the different steam plants along our line I will consider my time well spent.

## A Joke on Somebody

"You should be more careful to pull your shades down at night. Last night I saw you kissing your wife."

"Ha, ha, ha! The joke is on you. I wasn't at home last night.—The Office Cat."

## Large by Comparison

"Darling," he cried passionately, "I will lay my fortune at your feet."

"Oh, but you haven't got a large fortune," she whispered.

"No, but it will look larger beside those tiny feet."

He won her.



# THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor  
Libertyville, Illinois

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## Frederick L. Chapman

On May 23rd, at his country home, Lake Geneva, Wisconsin, occurred the death of Frederick L. Chapman, publisher of this Magazine.

Mr. Chapman had been in ill health for several months, but his brave spirit would not permit him to relinquish the duties he had so long and so well carried, until finally his weary body refused the strain and he succumbed.

Mr. Chapman took over the publication of our Magazine in August, 1913, and it has been the privilege and pleasure of the editorial office ever since that time to work with him. He knew the publishing business thoroughly, and in his big plant in West Ohio Street, he managed the publication of several other magazines. He was also editor and owner of the big agricultural periodical, Better Farming, a strong and healthy magazine devoted to farming interests on the best and highest plane.

Mr. Chapman is survived by his widow, three sons and three daughters, all grown to manhood and womanhood. His son, Mr. Frederick L. Chapman, Jr., is in charge of the publishing house from which his father's hand has forever passed.

Sympathy for and sorrow with the bereaved family.

### Joseph G. Casey

Joseph G. Casey, locomotive engineer, died of pneumonia after an illness of one week. Mr. Casey was a graduate of Marquette University and was employed by the General Electric Company, Schenectady, N. Y., for three years, but returned to Milwaukee due to a nervous breakdown, and resumed his former position of an engineer. Mr. Casey was one of the most popular employees of the Milwaukee Road and sincere sympathy is extended to the bereaved family. Surviving are his wife, Olive Carrigan Casey, his parents, Mr. and Mrs. P. H. Casey, Assistant Chief Special Agent, two sisters, Agnes A. Casey and Sister Anacleto Mary of Negaunee, Michigan, four brothers.



R. M. Telfer



Thomas Carroll

### Veterans and Pals for Sixty-one Years

One hundred and twenty-one years of service with the Milwaukee are represented in the two veterans who appear on this page. R. M. Telfer, Agent at Beloit, Wisconsin, and Engineer Thomas Carroll, of Freeport, Ill.

On May 7th last, Mr. Telfer celebrated the sixtieth anniversary of his employment with this company; and on April 10th, of this year, Mr. Carroll passed the sixty-first milestone of the service.

Mr. Telfer, who is 75 years of age, although his looks belie that by many years, started his career at Racine, Wis., in the storekeeper's office. Boys of that day, if they were within reach or hearing of a telegraph key usually learned the dots and dashes, and many a railroad man of high position today, goes back in his reminiscences to his first work at the key. So with Mr. Telfer, who took up the Morse code as a side line while he juggled figures and material in the storekeeper's quarters, and then, having mastered its mysteries, he went to Beloit as operator in 1867. He returned shortly to Racine and was later transferred to Savanna as operator. He seemed to be fond of sidelines in those days, because we are told that he served for a while as a fireman on one of the wood-burning engines which represented the motive power of the sixties. But the wood was hard and heavy to handle, and "wooding up" was a frequent job because tenders did not or could not hold enough fuel to make a very long run; so the young operator returned to the key with calloused hands, but a good stout muscle. He was made station agent at Dakota, Ill., in 1875, remaining there until 1888 when he was transferred to Shannon, remaining there until 1904, when he went to Beloit as local freight agent, where he has remained.

Mr. Telfer is and always has been a remarkable example of vigorous manhood. Although the years check off seventy-five since he came to live on this round earth, he looks and appears far younger, and he sticks "on the job" with a fidelity that has gained him renown in the community in which he lives; for in Beloit if Mr. Telfer takes a day off, the occasion is noted and the unusual occurrence is made a matter of history by all of his friends.

Thomas Carroll is a veteran of the old Racine & Mississippi R. R., the line that later became the Racine & Southwestern Division, after several intervening vicissitudes, the principal one of which being its career as the Western Union R. R. and then the Western Union Division. It ran from Racine to

Freeport and Rock Island.

Mr. Carroll's first job was firing a switch engine. He graduated from that estate to become a locomotive engineer in 1869, since which time he has been an engineer of this railroad without a break. He held one run between Milwaukee and Savanna for twenty-two years; and another, between Freeport and Rock Island for thirteen years. He is the oldest engineer on the railroad in point of service. He was assigned the first road engine on the Racine & Mississippi. It was called the "Tiger" and Mr. Telfer was living in Racine and remembers when it was unloaded from a lake boat and put onto the rails for its first run. Soon after "Tom" Carroll took his seat on the right side of the cab and piloted the "Tiger" up and down the division until larger and better engines came into use, and he took his turn on them as they came.

"Bob" and "Tom" are good pals and the railroad history of the Racine & Southwestern Division is exemplified in these two sturdy pioneers who take few layoffs and who are as alert as ever in the old days to do their utmost for the company's interest and keep the Milwaukee banners flying.

### Appreciation

He was whistling at his work

With a grin upon his face.

Not a solitary shirk

Seemed to loiter in the place,

But this youth who caught my eye

Seemed to glory in his task,

So I stopped to find out why

And this question paused to ask.

"Tell me this, my cheerful lad,

As you whistle at your bench,

Why it is you seem so glad

To employ that heavy wrench?

Why so earnestly today

Do you labor at your task?"

And he looked as though to say:

"That's a foolish thing to ask."

Then he answered with a grin

As he laid his wrench aside:

"Just today the boss came in

And he stood beside my bench

And he spoke to me like you.

Then took up this work of mine,

Looked it over, looked it through

And then said, 'It's simply fine.'

"You can talk about your pay

And the pleasure of a raise,

But I'm telling you today

That a little word o' praise

From the man you're working for

Does a fellow lots o' good,

And it makes him, more and more

Want to keep on sawing wood."

—Author Unknown.

# The Great Flood at Yankton, S. D. in 1881

By C. H. KING

Dear Editor:—

I am sending you some views of the Missouri river flood at Yankton, South Dakota, in the spring of 1881.



Steamer Helena on Sixty Feet of Ice



Yankton Under Water

I know of but one man now on the S. C. and D. division who was there at the time I went there in September 1880. That man is conductor John Weber. The other engineers besides myself who were there at that time were, Ole Holden, A. Higgins, Dan Ritcherdsen, Joe Butters, Nate Myers, and James Kilmarten. The conductors as I remember them were Chas. Graham, John Weber, H. Liskum, W. H. Thomas, Joe Consullus, and Mike Col-den, and Chas. Scott.

When I began working, there were five 14 by 22 cylinder engines on the division. That fall we got two more. The No. 75, a 12 by 20 and the No. 89, a 15 inch Breese and Neland. I pulled freight with the No. 75. Where would an engine that size get now?

Because of the heavy snow that winter, train service had been very irregular and very little freight had been hauled. No train entered Yankton from the middle of March until I pulled a train of three or four cars in on the 18th of

June following. We had a hard time getting in on account of the grass grown tracks.

The flood commenced on the 4th of April when the river gorged at Ver-



Engines at Roundhouse Banked with Ice



Wreck of Steamer Western After the First Gorge

million, twenty-five miles below Yankton. The gorge broke on the 18th, just two weeks later. For days the river extended from bluff to bluff, in some places being fifteen miles wide, with a depth of from twenty to thirty feet. One of the steamboats broke loose, struck the machine shop and took a corner off it, and stopped three-quarters of a mile inland in a man's garden. The turn table, an old wooden one, floated off down stream. Of the 62 miles of track from Sioux City to Yankton, only 5 miles were left on the grade. At the little town of Meckling the water stood for twelve days in the spout of the railroad tank, and about eighty people lived in the second story of the elevator until the gorge broke.

There were five or six boat crews working with six-masted steamboat yawls

taking people from the bottoms to places of safety. I was with one railroad crew with Joe Batters as our captain. We brought some two-hundred and fifty people to high ground where they could be taken to Yankton, where churches, schools, etc., were used to house the homeless. We took one family consisting of a man, his wife and three children, from the roof of their home, where they had been in their nightclothes for twenty-four hours. The river gorged at night and the water rose so rapidly people were glad to escape with their lives.

Our hotel accommodations on that trip were not what any one would call A No. 1. We slept in an old sod stable, our food was furnished us by the county commissioner whose name was Valentine. It was cooked in this same stable by a Norwegian woman whose name I do not now recall. We slept in the manger of this stable. It was wide enough for us to sleep two abreast and long enough for four tiers. A funny thing happened one night. One of our gang, Pete Lawless (a machinist) was sleeping furthest up so he had to crawl over all of us to get up. The roof of the building was a hay thatch, and some cattle outside were pulling and eating at it. The noise of it awakened him. Just over his head a willow shoot had grown through the roof. In the uncertain light of the lantern he thought it a snake about to drop on him. He did not stop to argue with Mr. Snake but came hotfooting it over the rest of us. Then he got the laugh. He had not been drinking either.

When the gorge went out Graham and I got orders over the government wire by way of Fort Randall (railroad wires gone), to come to Sioux City, so we went on the steamboat on April 20th. When we left Yankton the town was without coal, tea, coffee, sugar or kerosene. They were using homemade tallow candles. Fortunately there was a mill there and as the waters receded they could get flour.

The depot at this time was still on the levee down on the waterfront below the business section of the town.

When we got to Sioux City there was no engine to work with so in a couple of days I got orders from G. W. Sanborn, the Superintendent to come to Canton, S. D. There being no track or train, the only way to get there was to walk. I made it in three days.

At that time the company paid by pay car, and that year we were not paid from December 1880 until May 1881. Some of us were short of funds by that time. After we got to work we were short of engines and there was no sixteen hour day law, so we would be on work train all day, and haul freight all night, with rest when and where we could get it.

Smith: "Can you name the three orders of architecture?"

Jones: "Sure. First mortgage, second mortgage and foreclosure."—Life.

## Breakers Ahead

Office Boy: "What's worryin' the boss?"

Steno. "He just found out his son will be able to graduate from college this year."—Life.





**Subject:—How Co-Operation Among the Employees Can Help the Safety First Movement.**

*Paper Read By J. Dunlap, Boilermaker Helper, at Safety First Meeting at Atkins, March 30th, 1924*

Mr. Chairman, Foreman and Fellow workmen:—

Having been called upon to write a paper on Safety First I will try. Talk does not prevent accidents. It has been proven that the safety first card has done more good.

The cause for a lot of accidents is that we carry a lot of our home worries to our work and this is the reason that so many unsafe practices are used. The railroad game is one of chance—one miss-slip may mean the life or serious injury to our self or someone else. The safety cards which we have here are a very good thing that gives every man a chance to give his ideas on the matter. No man should neglect to put in a card if he sees an unsafe thing or practice used.

In a recent magazine I saw an article that is hard to beat. In the Council Bluffs yard on the U.P. for the first eleven months of 1923 there wasn't a single accident and only one accident during the entire year. There was as high as forty-five switch engines working there. I think this is a remarkable record.

If we all co-operate with each other helping each other in difficulties and dangerous places it will surely bring our percentage down to very small amount.

Now if the helpers and mechanics will get together and work in harmony it will be more pleasant. When a helper goes after tools if he will look to see if they are in a safe condition to use before he takes them to the job it will save time and also injury.

When you are building scaffolding or any other thing to use, ask yourself, "Is that safe for me?", and if not do not ask someone else to use it. Don't forget "SAFETY FIRST".

**Paper by Wm. Neff, Carpenter, Read at the Safety First Meeting Held at Atkins, Iowa, March 30th, 1925**

**Subject:—The Advantage of Co-operation in the Safety First Movement.**

We must work together and help one another in this Safety First Movement. The Safety First movement is the greatest thing conceived for the protection of everybody everywhere, not only those that work but the rest of the people as well. The individual cannot carry out the true principles of Safety First single-handed. There should and must of necessity be strong team work and co-operation among the men and the management.

We should all strive every day in every way to do and make things a little bit safer for ourselves and our fellow workers than we did the day before for only

through constant effort can we come near our goal of 100% Safety First.

Teach the principles of Safety First in your own home make your children understand that they should look out for other children's welfare as well as their own; the sooner they get the idea of Safety First the better for all.

As you will remember Mr. McDonald's talk of four months ago when he said that Safety First should begin at home, he was right. Home is the beginning of most things good and the chances are that the Safety First movement began in the home of someone that had been carelessly injured. Now when we leave our homes we should take some of the good with us and pass it along in every way possible. Some of the greatest ways would be in living, acting and preaching Safety First among our fellow-workers the few hours of each day we work together and when we leave a job whether it is finished or not we should leave it in such condition that the men who do other work there cannot be injured by our carelessness or lack of interest in what we do. (If you take chances yourself, and we all have taken risks which we should not take, then by all means see that you do not cause some one else to get injured).

A person injured suffers in a greater or less degree, not alone from his injuries but also from the hardships those must face that depend on him for their living, their comforts and what few pleasures they may enjoy that all too often cease when the breadwinner of the family is unable to bring home the customary wage.

The Company may pay your doctor bill and partly pay you for the time you are laid up but again this does not compensate you for time lost, not mentioning the suffering you undergo; besides every cent you get out of the Company in doctor bills and whatever they pay you for the time you lose is a total loss to it where a great many times the Company is in no way to blame.

Every accident that can be prevented will save them money and this in a way will help us and the workers in other lines of industry for as a general rule the railroads spend every cent possible for repairs and improvements so by saving the money paid us for our injuries and by keeping from being injured by a more strict observance of the rules of Safety First we can help to better ourselves and at the same time help workers in other lines of industry by giving them what additional work that will naturally come to them with the additional money that the Company can spend by needed materials which we have saved by a closer observance of the rule of Safety First.

Now let us all pull together away from stations of accidents, injuries and suffering to the summit station of perfection of 100% Safety First.

### A Safe Auto Driver

*Paper Read By W. J. Wenkie, Machinist, Atkins Shop at Safety First Meeting at Atkins, March 30th, 1924*

I am requested to deliver a few words on some subject pertaining to Safety First. This will be on Automobile Drivers, where seventy-five percent of the people are killed or injured in accidents.

Only a few years ago the railroads had their percentage up very high in accidents and death rate but when Safety First was born and grew up among the employers and the employees the number of accidents was reduced to a very small percent. Now that we have an increase in the number of automobile drivers I think we should have a new born Safety First Movement to prevent accidents.

Here is an example of a first class driver starting out for a pleasure trip with his family in his new high-powered car. This man is always in a hurry and does not practice Safety First. He opens the doors to his garage with a push, does not know if they will clear the car or not, makes a rush for the car to get it started, finds the battery is too weak to turn the engine over. Impatiently he jumps out, bumping his head and getting to the crank he gives a quick jerk, crank, slips out and peels an inch of skin from his hand which perhaps he won't get back for sometime. He then says a few nice words that wouldn't be allowed in a Sunday School class. The next cranking starts the motor and he gets in, backs out with one door partly closed, does not stop for the door, pushing it open with the car. While backing over the sidewalk to the street, three children barely escape getting run over. He then starts down the street in a hurry for this pleasure ride, paying no attention to intersections but trying to beat everyone across and with the good luck. He has he gets through the city.

Now for the country highways to show what speed he can make and pass every other car on the road! He comes to a grade—takes the left side of the road on account of the roughness of the right side of the road. On top of the hill he meets another car and swings his car to the right just in time to save another accident. He speeds along for a few miles, then comes to a shady turn and goes around on two wheels. He is a good driver and knows his car will hold the road.

Next he comes to a very steep grade, puts on all power to make the grade without shifting gears. At the top here comes a herd of cattle, he cannot stop—just by chance he gets through without an accident. Looking back at his wife he said "That surely was a close one but close doesn't count."

Now he comes to a railroad crossing with a big sign, "STOP—LOOK—LISTEN." With his car this means nothing to him so he does not stop but



when he looks he sees the train coming at full speed. He "steps on it" in an effort to beat the train to the crossing and right when it seems as if he would win the race with the powerful locomotive he hits a chuck hole in the road, breaking one of the back springs which causes the brakes to lock the wheels. The car skids to the center of the crossing then stops right in the path of the oncoming engine—there is no time to get out or even think—the engine plows through killing the entire family and this will be the end of all who do not bear in mind those two small words with such a world of meaning "SAFETY FIRST."

In closing I would like to say that Spring is near when the farmers will sow their seed and expect to reap a large crop at harvest time. Now let us all sow a few good seeds of SAFETY FIRST in our minds. Keep them fresh by often thinking of them and we will more than reap a good crop and will avoid many accidents, injuries, and loss of life.

#### Safety First—At Home—Abroad and at Work

Safety First means so much and is so widespread over the journey of our life that it is a broad subject. We are interested in it on the Railroad, on the Street and in the Home and there has been so much said and so much written about it in the past by able men that have gone into it thoroughly there is not much left for me to say. I will confine myself to only a few things as they occur to me, both as to the railroad and off the railroad. I will begin right at home where Safety First originates through the ties of mother love for her children.

We all remember our mothers who gave advice as faithfully and so thoughtfully watching over us in our journeys to school and while at play, and finally when leaving home to find our way in the world. How tenderly she bade us to be careful and to look out for ourselves with our welfare first in her mind.

Later on in life when you went to the door on the way to work, or to be gone for a time, when your wife followed you to the door with your welfare in mind, she, also warned you to be careful and look out for yourself in order that you might come back safely to her and to home and family. So you see, Safety First really begins at home, and began before railroads were built or even thought of. The home is where Safety First started so, in tracing its origin, our memory goes back to our childhood when we were under our mothers' care.

It means more than merely looking out for ourselves and our families. We must always bear in mind we are responsible also for the welfare of our fellow men, and more especially the men we work with. He is, in fact a brother—brother of mankind and we should seek conditions that will mean his welfare as well as our own. It should be our duties to look out for one another, to warn our co-workers as we meet up with dangerous conditions.

There are numerous things we can do that seem trifling at the time. When we see a board with a nail in it, with the point sticking up, it takes but little effort and time to at least turn the board over and press the nail into the ground or bend it flat. By so doing,

some one stepping on the nail and puncturing his foot with possibility of resulting blood poisoning is avoided.

When a section foreman starts out with his motor car in the morning, it is his duty to see that all tools are properly placed on the motor car where they will rest safely until they are wanted for use, and to see that his motor car is safe to operate. It is his duty also to see that stock yard gates are properly secured to prevent swinging when he happens along in the vicinity of the stock yards, inspect switches, and be continually on the lookout for unsafe conditions.

In stormy or foggy weather, where he cannot see to a distance to safely operate his motor car against approaching trains, he should not operate his motor car upon the track without having positive advice from the dispatcher as to what trains are due and if he has any work in particular to do to the track, he should go further and advise the dispatcher of the exact location and when he and his men would be working at such point so dispatcher can advise train and enginemen to look out for them.

When a foreman comes to the place where he has work to do, he should remove his car from the track before starting work and caution his men to look out for passing trains and to be at least 12 feet from the track while trains are passing, and he and his men should keep a close watch of passing trains for any unsafe conditions of cars, and in case anything wrong is noticed, signal can be given train or engine crew.

I would suggest that enginemen, when entering sharp curves, to blow the whistle loud and long to warn any trackmen who might be working on such curves, as trains, rounding a curve, appear mighty sudden and do not give trackmen much time to get into clear, and especially if they have tools on the track. When setting out or picking up cars at stations, or taking coal and water, care should be taken about dumping ash pans to see that it is not done over switches, in close proximity to buildings, on street crossings, or any other place where damage is likely to result to track or equipment of buildings.

Trainmen, in handling switches, should note the condition of the switches and report anything that is not right, and in lining back switches, to the main line, should be more particular than usual to see that the points line up properly and that there are no loose bolts to permit a switch or frog point opening up and possibly derailling a train.

In sleety weather, when ice forms easily on platforms, section men and station men should take prompt action to relieve icy conditions of platforms and spread sand or ashes to avoid possibility of passengers or others slipping and falling, and the same applies to passenger trainmen in assisting passengers on and off their trains, particular attention being given to elderly people and small children.

These things, gentlemen, and a great many other things, have been called to your attention, in the past, and it should not be necessary to call your attention to them continually. The more you keep Safety First in mind, on any and all conditions, the less bulletins and instructions will it be necessary to issue to remind you of your duties in this re-

spect and the less number of injuries will we have, either on the railroad or off of it.

Safety First meetings mean much to me and to you; they are in fact, a school of instruction. Always tenderly remember your families, your co-worker, your brother man. When you observe unsafe conditions or one performing some act in an unsafe manner, talk to them and remind them of safety first, show him that you are interested in his welfare; that he owes it to himself and his family; to the one he works for and to his co-workers of his responsibility in doing his work as safely as he knows how.

I said at the beginning that there was not much left for me to say and yet, to those who have not Safety First at heart there is a good deal for me to say and for others also. There is no time when one cannot learn something about Safety First. You fellows, my co-workers, have taught me much, and what I am today, I owe to you.

A few more words and I will close. Any time an unsafe condition is noticed by any one whether or not it concerns my department, if I am handy, let me know and I will correct it or take steps to correct it. It is not necessary or advisable to wait until a Safety First meeting to bring up a matter that needs attention—get busy right away and report it and then follow it up and see that it is taken care of. In the past a great many things have come up on this railroad in the way of suggestions on Safety First and I know that the officials of this company have responded cheerfully to meet and correct any and all conditions it was in their power to do.

In the future, I would like to see every employee on the railroad attend Safety First meetings whenever possible. If he seems not to be able to get to a meeting on the home division, there are meetings held at each end of our divisions by other divisions and they are at liberty and welcome at those meetings, and attending these meetings may mean much to him. It certainly means much to his family and his co-workers, although he may not think so at the time.

Mr. Chairman and fellow employees, I have tried to follow out the little duty delegated to me by the chairman and yourselves at our last meeting by writing this bit on Safety First, and I hope I have not failed to bring home to you my sentiments on Safety First. I wish our officers and employees success in the great cause.

I thank you.

—O. P. Ronning,  
Roadmaster, Montevideo, Minn.

#### Grade Crossing Accidents—Things We Can Do to Avoid

The American Railway Association, Safety Section, has put out the following suggestions in this very important matter:

1. Inspection of all grade crossings by Division Superintendent, accompanied by a maintenance of way official and safety officer, if possible.
2. Obstruction to view—remove as far as practical embankments, shrubbery and other obstacles including sign boards.
3. Maintain or ask State or proper authority to maintain proper approach to all railroads. Drainage should be given attention.

4. Maintain crossings in first class condition as to planks, spikes and surfaces. Too many automobiles stall on tracks.

5. Erect and maintain in proper place standard approach warning signs. Maintain crossing signs required by law on right of way.

6. When changes are contemplated special effort should be made to have State Engineer parallel the railroad with state roads rather than to cross

and recross the railroad within short distances.

7. Gates should be maintained in good operative condition, and when used at night lights should be displayed on the gates.

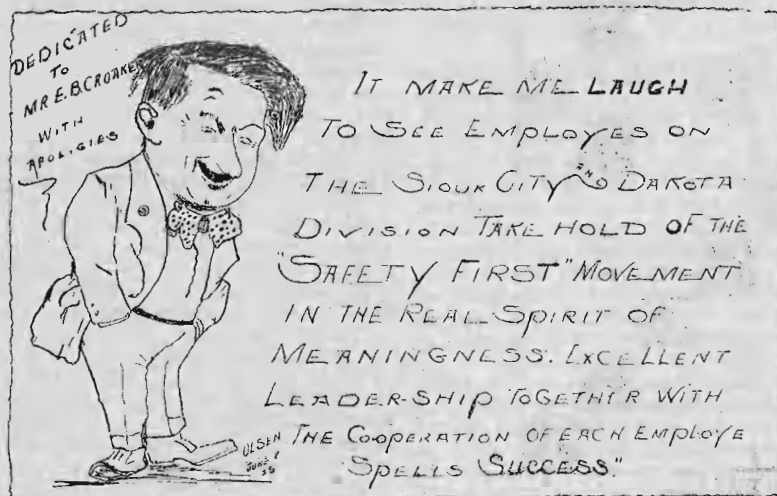
8. Watchmen and gatemen should be instructed and governed by rules as to manner of giving signals at crossings.

9. As material assistance in preventing accidents, overhead structures

should be inspected as to condition of flooring and railing and it should be assured that road and bridge afford safe approach.

It is desired that everyone follow out these suggestions, and it is hoped that we are going to have better results in our efforts to avoid grade crossing accidents than have been evidenced in the past few months.

J. T. Gillick,  
General Manager.



#### Civil Engineering in the Early Days

Reading some of the articles on Civil Engineering of today and the wonderful things accomplished in the building of tunnels, bridges and general construction, brings to mind a perfect job of Engineering that was accomplished at Austin, Minn., in 1868.

The depot and platform as was the custom at that time was built on stone piers and blocking the same height as the car floors to permit easy handling of freight. So the general appearance of a depot was high in the air and open underneath platforms and buildings, and to explain thoroughly I will have to say that the methods of handling and checking unclaimed over and short freight was not as complete as of the present day.

At the time mentioned Austin had on hand a 52 gallon barrel of good whiskey on the unclaimed list. It had been in storage some time. Inquiry by the agent failed to locate the owner. Now here is where the engineering scheme started in the mind of the one who took it upon himself to become Chief Engineer which gave him the authority to appoint assistants. The work was drafted and all plans laid in short order. The afore said barrel stood in such a position that it could not be moved without creating suspicion which would not do. According to the plans some careful and accurate surveying and measurements were made to ascertain the exact location of the barrel from underneath the warehouse floor. To the disappointment of the entire force it was discovered that it stood directly over one of the stone piers complicating things to such an extent that it required the most accurate figuring to accomplish the desired feat. After careful consultation it was decided to start on the job the next night. All the required tools and equipment were made ready on that

day.

The tools consisted of an inch bit with a long shaft and a common brace to use it in. A piece of bamboo fish pole about two feet long and one inch in diameter also the slender tip of the pole that would pass through the one inch butt after the center at the natural joints had been burned out with a red hot iron rod so that the small end could be inserted into the shorter butt. This was figured as necessary to be able to give vent to the barrel from the bottom when it was required. Then with proper receptacles in the shape of two wash-tubs, a boiler and a couple of pails borrowed from Mother Katy Brown's shed without her knowledge of course, the gigantic feat was arranged to begin at the proper hour after midnight.

It required quick and accurate work. A diagonal hole had to be bored through the depot floor and the bottom head of the barrel which was done and the desired point struck as close as some of our big tunnels of today are within an inch. The bamboo butt was immediately inserted into the hole and a tub placed in position to receive the flow which started immediately after the bit was withdrawn. The amount lost was very little as the vacuum in the barrel held the precious fluid back as had been anticipated.

Now here is where another part of the great engineering feat came in by inserting the small bamboo tip from the bottom up the operators were able to control the flow nearly as well as if the barrel had been properly tapped and a spigot inserted in the usual manner. In due time the entire contents of the barrel or nearly 50 gallons of good cheer was under the depot instead of in the barrel in the warehouse. The entire corps of engineers hastened to remove the contents of tubs, boiler and pails

to a prearranged place in a nearby barn where it was bottled, jugged and kegged. Today they speak of Bottled in Bond, but these days it was Bottled in Barn without Government stamps attached.

It was some time before the loss was discovered by the agent who had occasion to move the freight and barrel to some other part of the warehouse. One can imagine his surprise when he found the barrel so light that he could handle it with one hand.

An investigation was started that showed what had been done. The matter was reported and within a few days Superintendent D. C. Shepard who was also Chief Civil Engineer of the Minnesota Central before the consolidation with the I. & M. and McGregor Western happened to be in Austin and his attention was called to the fact. He made a thorough examination and after deliberation in his gruff manner with a smile on his face, remarked, "that is the Blankety Blank best job of Civil Engineering I have been called upon to inspect in some time, and if I can find out who did the job I will gladly promote him to the Engineering Department as that kind of intellect is sure to develop into a great mind." But to this day I do not think any of those interested in the job ever applied for a position in that line.

At last account no claim was ever put in to the Company for the goods so it developed that the loss was limited to the freight charges only.

I wish to say that the entire stock was finally consumed by those who did the job and their immediate friends and it lasted several months and acted as good cheer at many social gatherings that were pulled off during the time.

Not a cross word, or cross word puzzle in the whole barrel.

And never one man became intoxicated that I ever heard of during the time it lasted.

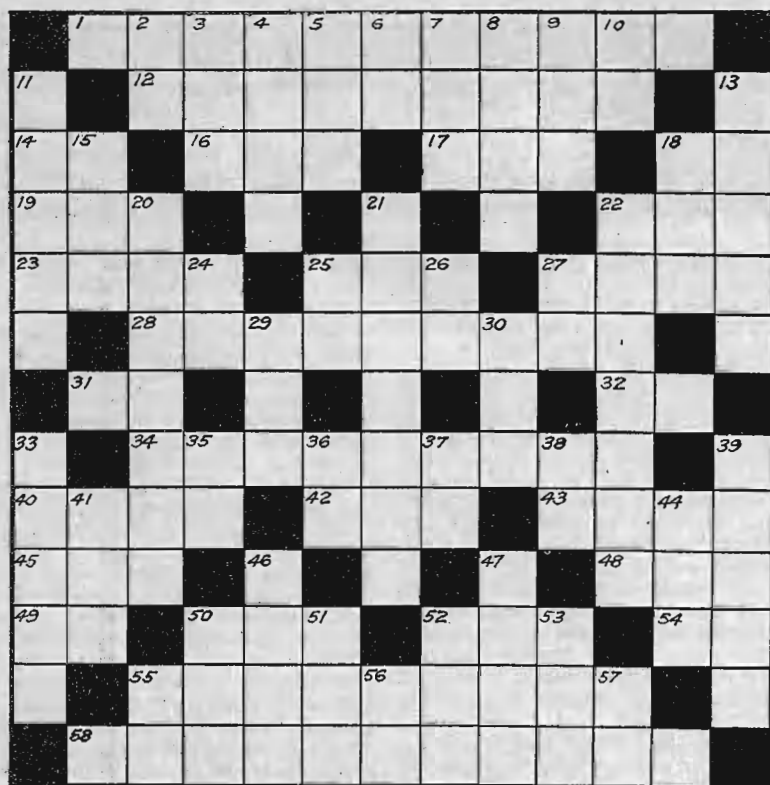
The idea started as a prank and went through to the end. I will leave it to the reader to pass judgment on the entire bunch, several of whom are still alive and could be apprehended if sufficient evidence from the outside could be secured, as none could be gotten even at this late date from the inside.

Those of the early days and all old veterans on the different divisions who remember many just such pranks will appreciate what was done and the spirit of fun connected with doing it and will perhaps forgive the moral part.

(Signed) An I. & M. Vet.

Wife: "Have a good time on your fishing trip?"

Husband: "No, some damn fool brought along a pair of scales."—Life.



### A MILWAUKEE CROSSWORD PUZZLE

By Eva Stevenson, C. C. Legal Dept., Aberdeen, S. D.

#### Across

1. What our railroad is, as to motive power thru the Rocky Mountains.
12. Name of one of the Coast trains.
14. Behold.
15. Negative adverb.
17. A limb.
18. A railroad on stilts.
19. Form of verb "to be."
22. Large body of water.
23. Compensation paid for use of our industry sites.
25. What the porter expects.
27. Combining form denoting relation to air.
28. Your mother's or father's mother.
31. Common name of another railroad, also city in Illinois (Abbr.)
32. Preposition.
34. What the Railway Company is always said to be in case of accident.
40. So be it.
42. A collection of information.
43. A design or drawing.
45. A public conveyance, not on rails.
48. Old times (poetic).
49. Long meter (Abbr.)
50. An afternoon repast.
52. A mountain gazelle of Tibet.
54. A river of Italy.
55. Tranquil, inclined to peace.
58. Large city of the Northwest, on the C. M. & St. P. Ry.

#### Down

2. Letter of credit (Abbr.)
3. Immeasurable period of time.
4. To coagulate.

5. Ancient king of Egypt, short form.
6. Railway mail (Abbr.)
7. Institute of British Architects (Abbr.)
8. What dry grass sometimes catches from the engines.
9. Declaration of existence.
10. Half an em.
11. A flickering signal.
13. Presented to the company by everyone who thinks he has a grievance.
15. Natural mineral.
18. Always (contraction).
20. What pulls the trains.
21. Making an offer.
22. Large city near West End.
24. Initials of a President.
25. Small city (Abbr.)
26. Part of the day (Abbr.)
27. Part of verb "to be."
29. A month (Abbr.)
30. Consumed.
33. Submarine telegraph.
35. Prefix, in or into.
36. Note of musical scale.
37. Name of Southern state (Abbr.)
38. Initials of another R. R.
39. I Samuel, 28:7.
41. Silent.
44. High mountain of Europe.
46. What our purses are before pay day.
47. His kind often get free rides on our freight trains.
50. A number.
51. High card.
52. An opening.
53. The whole quantity.
55. Jumbled type.
56. Each (Abbr.)
57. East Indies (Abbr.)

### Along the C. M. & St. P.

By Allen

The Twin Cities to Winona, a trip of a little better than a hundred miles gives to the traveler a bit of scenery that we dare say cannot be surpassed in the middle states.

Take C. M. & St. P. train No. 6 leaving Minneapolis daily at 8:00 A.M. Seat yourself comfortably in the observation car which this train carries and in a very few minutes you will be delighted with the wonderful Mississippi river as you cross it high up above its banks. There are few crossings of the river which give you as much of a scenic view.

You are now in St. Paul territory. In

a few moments you are passing through Merriam Park a suburb of the saintly city and a few minutes later are on the tracks of St. Paul's new union depot, and although not yet completed in full, you have an idea of its immensity from the exterior view and if you care to, you have ample time to step up into its grand concourse and waiting rooms before departing time.

Your train then follows the East bank of the river. As you round the bluffs below the new union depot far above you are located the Indian mounds the last resting place of many a brave of days gone by.

Many homelike farms are passed during the next half hour when you

again cross the Mississippi and find yourself at Hastings, Minnesota.

This town boasts the only spiral bridge in the world which may be seen from your car.

Two small stations are passed, Etter and Eggleston, before you reach Red Wing, the wonderful little city located among the cliffs and hills.

Note the pretty park to the east of the tracks along the river. Red Wing is a manufacturing town and several state institutions have their homes here including the state training school for boys.

You then pass through Wacouta and then Frontenac. The large building to the east is a school for girls The Villa Maria.

And now you are about to see the father of waters spread itself as wide as a mile and a half in some places to form Lake Pepin. And now Lake City. A little beyond, you see the camping grounds of the State Militia, Camp Lakeview. Watch closely now as you follow the lake shore and I am sure you will see at least one or two American eagles. They make their homes in the cliffs along here and feed upon the fish which the numerous fishermen here leave along the banks and lake.

Kings Cooley and Read's Landing are two more small stations which you speed by, before reaching Wabasha.

I know that you have marveled at the scenery along Lake Pepin and truly it is wonderful as well as historic of the Indian days and early history of Minnesota.

Kellogg, Weaver and Minneska are passed by as you speed to Minnesota City.

You have probably noticed towns across the river or rather across the lake. Those places were Pepin and Maiden Rock both in Wisconsin. And may I recall to your memory the story of the Indian Maiden, Wenonah who leaped from the rock now known as Maiden Rock. You have seen the setting of that story across the banks of the river near the town of Maiden Rock, Wisc.

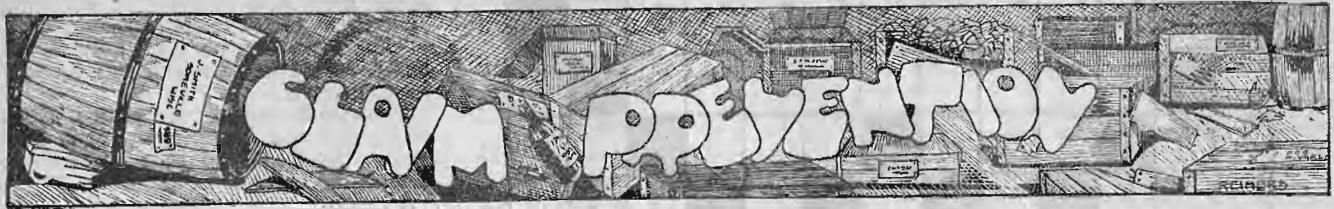
Next Winona, named after the Indian Maiden Wenonah, a city of churches and schools bounded on both sides by beautiful bluffs too high to be called hills and not high enough to be called mountains. Note Sugar Loaf bluff to the west. The perfect shape of a sugar loaf perched on high.

Winona, Minnesota can furnish you amusement entertainment and sight seeing to fill your heart's desire and you may stay any length of time you choose for the C. M. & St. P. have eight trains each way every day at convenient hours.

This trip of nearly four hours surely has given you a better scenic thought of Minnesota than you had before covering this ground and we know you will look forward with pleasure at the thought of again seeing this scenic stretch of a little better than a hundred miles between the Twin Cities and Winona.

Doctor to Rich Patient: "You're all run down. I suggest that you lay off golf for a while and get a good rest at your office."





### Leaking Drums or Iron Barrels

As information we quote extract from a report on the prevention of leaks through bung hole in iron barrels, drums or cans:

"A thin coat of molasses is applied to the threads of iron barrel bung holes and the bung stopper then screwed in place. Gasoline will not cut the molasses and barrels of gasoline which have the leak stopped by the use of this molasses actually have a semi-permanent repair job.

When used to stop leaks on barrels loaded with oil, care must be taken that only a very thin coat of molasses is applied to prevent the molasses dropping into the container and mixing with the oil.

The use of the molasses does not supercede the use of soldering iron for repairing holes, but the molasses will make repairs when soldering iron cannot be used.

One oil company has used molasses on bung holes of all iron barrels loaded with gasoline for a period of about two years and during that time have no record of a single complaint of leakage.

Molasses may be obtained in most any locality. This syrup costs approximately 10c per gallon. One gallon should suffice for some several hundred barrels."

### To Stevedores and Other Employees Who Stok Freight:

Following the receipt of a shipment properly prepared for forwarding it is now in condition for loading into the car that will carry it safely to its destination.

The Stevedore being the "Advance Guard" of the platform force, he should start the working day by keeping the platform free from rubbish, also clear of freight. As he opens the cars and places the gang planks, he prepares the way by an inspection so that loss of or damage to freight may not result from leaky roof, sides or doors, filth, waste, oil, grease, acid spots, odors or other substances, also by pulling out all projecting nails and covering protruding boltheads.

When car is properly prepared for the stowing of freight shipments, it is the Stevedore's duty to see that car stamps and pads are placed inside near doorway and that guide boards are in designated place, also removed and properly stored away when the loading of car is completed. (See instruction governing the operation of Freight stations.)

Stow freight so that it will ride safely, placing the light pieces on top and the heavier ones on the floor, keeping sacked goods away from the door, seeing that sacks and rugs are not placed where they will be torn by rough edges or corners of other freight, and keep clean freight away from shipments of oil or other commodities which are likely to injure it. Try to face all consignment marks upwards or to the outside which is very helpful when unloading.

Liquids in barrels and such commodities that are liable to damage other freight, should be so loaded and secured in cars that damage from such source may be reduced to a minimum.

Judgment should be used in loading commodities shipped in pails or friction top cans to see that tops are up. Hooks should not be used in handling freight in sacks or bales that would be damaged thereby. Shipments that give off contaminating orders should not be loaded in close proximity to other freight susceptible to the absorbing of such odors, nor should such class of freight be loaded in refrigerator cars. Empty containers such as acid carboys, acid drums, oil or syrup barrels must not be loaded on top of other freight, experience proving that they are never really empty but contain enough of original contents to cause damage.

Explosives and other dangerous articles must be given special attention as to location in car, blocking and sanding, to avoid damage to freight and equipment. Cars containing such articles should be placarded according to current instructions.

Familiarity with I. C. C. and Bureau of Explosives regulations, also loading rules and illustrations published by the American Railway Association is essential and Stevedores should be particular to study these.

Light, fragile packages and packages marked "This side up," should receive special care in unloading from trucks and so placed in cars as to prevent same being crushed or otherwise damaged by heavier freight, as result of ordinary handling.

Prevent the loading of commodities into first class clean cars that might possibly damage the equipment and result in claim on subsequent shipments of high class freight.

Do not load freight in the doorways of cars, without door protection as it is liable to shift against doors while in transit and damage may result when doors are opened.

In the loading of "way freight" cars to be handled by local freight crews, every effort should be made to load the freight in station order to avoid possibility of damage as result of handling over freight for other stations to locate that for particular destination; also to save time and expense on the part of the local crew.

When loading is completed, trim down the load so that it will ride safely and make sure that freight is so loaded that it will not topple against and bulge out car doors in transit. This last step is of the utmost importance for all the watchfulness exercised during the day may be of no value if the load is not trimmed down securely before forwarding.

The "Proof of the Pudding is in the eating." The safe arrival of car at its destination with contents in perfect condition is a clear indication of the thoroughness with which your work is done.

### To Waybill Clerks and Others Who Waybill Freight:

The waybill is as important a factor in the transportation of freight as the check is in banking transactions. Not only does it serve as the basis for the settlement of freight charges, but it is also the letter of instructions with which you inform the agent at destination, employees at intermediate points where shipment is transferred, and sometimes the way-freight crew at some isolated point, the nature of the shipment, just how the shipper and the railroad want it handled, who shipped it, to whom it is to be delivered, conditions of delivery, route via which it is to travel, amount of charges, authority, for rate, whether or not railroad company has recourse on shipper for charges, and full information as to how weights were arrived at, together with any special instructions it might be necessary to issue to properly handle shipment.

This document is such an important part of the transportation machinery that it is virtually impossible for a railroad to give its patrons satisfactory service without correct waybills. With an improper waybill, wrong routing, incorrect loading, improper classification of cars, delay and troublesome overcharges or undercharges are almost certain to result.

As a basis for a correct waybill, you must first have a correct and legible shipping order. The receiving clerk must see that a legible shipping order is furnished and that the freight is fully and properly described thereupon, and that all essential notations are correctly made. He or the checker must also see that weights, spot car numbers, and other necessary information are correctly inserted in the proper spaces. When you run across an illegible or incomplete shipping order, make a memorandum and hand it to your superior. If the shipper is at fault he can take the matter up with him for correction. Shippers' organizations all over the country have pledged their support to our prevention campaigns, and a little diplomacy on the part of local station forces will no doubt get results.

Next we must rely upon the rate clerk for the correct classification rate and extension, and when this is done we have a shipping order which is a basis for a correct waybill.

Observation of the troubles caused by incorrect waybills leads us to make these few suggestions:

**First**—When billing machine or typewriter is not available, use pen and ink. If necessary to use indelible pencil, set the writing with damp cloth. Do not use black lead pencil.

**Second**—Speed is sometimes necessary but accuracy will always be the most important. See that all essential information appearing upon the shipping order is carried to the waybill. The consignee's name and address, also delivery station, must agree with that shown on shipping instructions, which should be

complete and accurate. There are so many towns and villages of the same or similar names in the same state, that care is necessary to show the County in which located and that name be correctly spelled to avoid freight being transported to the wrong destination.

Third—Never use trade names for commodities and beware of abbreviations, for they are often misinterpreted. Symbols and distinguishing marks on ORDER NOTIFY shipments are especially important, as well as bale and case numbers. Names of shipper and consignee must be shown in full, then if it becomes necessary to report the shipment as refused, or enter into correspondence about it, this can be accomplished according to instructions. Street address on shipments going to large cities is of course important and if not shown on shipping order an effort must be made to secure it before waybill is made. Wrong car numbers, if not detected before mailing is completed, invariably cause the waybill to go to some point other than the car, causing an over and a short, one of the most prolific sources of claims.

Fourth—If you make a mistake correct it. Never place one figure over another.

Fifth—Allow sufficient space between descriptions of consignments.

Sixth—Place required information in the proper spaces provided on the waybill, and align figures correctly so that they may be easily footed. Always show notations in a conspicuous manner on face of waybill, such as ICING, VENTILATION, FEEDING, WEIGHING, EXPLOSIVE, INFLAMMABLE, STOP-OFF, and when billing an ORDER-NOTIFY shipment show on the waybill everything that appears on the blue shipping order. Never abbreviate any of the terms. Help protect the fellow at the other end of the line. When waybilling shipments that require shipper's valuation, do not neglect putting such information on the waybill, as the proper application of rates and settlement of claims depend a great deal on this information.

Seventh—Remember that an accurate and legible waybill helps the yard clerk, the conductor, the checker, the man who

makes the freight bill and the accountant. When rubber stamp impressions are made they should be right side up in the proper place, and should not obscure or obliterate any information already appearing on the waybill.

After the waybills have been made, the last, but by no means the least important step, is to make sure that they are placed in the right pouches and dispatched to the proper point to meet the car. Correct pouching is as essential as correct preparation, as failure to receive waybill at destination station results in the shipment checking over there and short at point actually receiving the waybill. Parties doing this work should be familiar with the spot car lay-out and numbers, so that they may detect any wrong loading from incorrect spot car numbers being shown.

If we can obtain accurate, legible and properly prepared waybills, there will be less delay to shipments, a smaller number of "overs" and "shorts" and fewer wrong deliveries of freight; and consequently a corresponding reduction in freight claims.

## RAILROADS AND THE DEVELOPMENT OF THE UNITED STATES

Extracts From a Prize-Winning Oration Delivered by  
Quincy Adams of the Class of '28 of Gonzaga  
University, Spokane, Wash.

The young gentleman, author of the paper from which the following extracts are made, made a comprehensive and understanding study of his subject and his thought should be helpful to all students of the railroad problem of these United States. These extracts are recommended to our readers for the good "Talking Points" that may be derived therefrom:

The same relation exists between transportation and prosperity as exists between the circulation of the blood and the life of the human body. Transportation is the very basis of prosperity for no matter how great the production or the demand for consumption, without a proper method of transportation, prosperity cannot exist. America, this great land of ours, never could have been developed except for the creation of adequate means of transportation. Here was a wonderful continent, fabulously rich in every natural resource, needing only the touch of human genius to bring forth in gushing torrents, its boundless wealth. Yet, despite this fact, for two centuries, two hundred years, after the coming of the first settlers civilization halted at the Atlantic seaboard. Why? Because progress was controlled by transportation, and transportation at that period was slow, expensive and inadequate.

Such was the condition in the United States just before the days of the railroad. It was, indeed, a critical period. It was a time when the internal business of our country had outgrown in turn, the flat-boat, the turn-pike, and the canal. The clearings of the pioneer were waiting for the plow. In many sections of the country, grain was rotting for lack of a market, and the impatient spirit of progress, restive under its limitations, was held in check because of inadequate means of transportation.

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To my mind, the railroad has contributed in an even greater measure to the development of this country, by playing such an important part in the winning of the great west. Due to the foresight of Abraham Lincoln, who first saw the need of communication between the two extremes of the continent, the first transcontinental railroad, after a soul-stirring struggle, was completed in the year 1869.

Due to these pioneer railroads, behold the west today! Seventy years ago, it was but forests and barren plains. Now it is filled with homes, towns, and prosperous communities. In those broad vales, where once the wild grass waved, we now behold green fields and peaceful meadows. The dead, dry, plains that the pioneers found furrowed only by the deep, narrow trails of the buffalo and the Indian, have been crossed and checked and barred by bands of steel. In that vast region, formerly miscalled the American desert, there are now waving wheatfields, feeding the hungry in many parts of the

civilized world. Its plains teem with all products. It produces millions in precious ores, and from mountain range, plain, and valley, iron, coal and oil are drawn in enormous quantities. The vast expanse is today traversed by five great transcontinentals. The trail of the covered wagon has now become the trail of the railroad. The more perfect Union, dreamed of in 1776, fought for in 1865, has now through the railroads become an accomplished physical fact.

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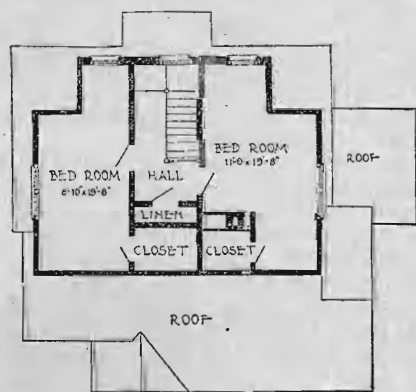
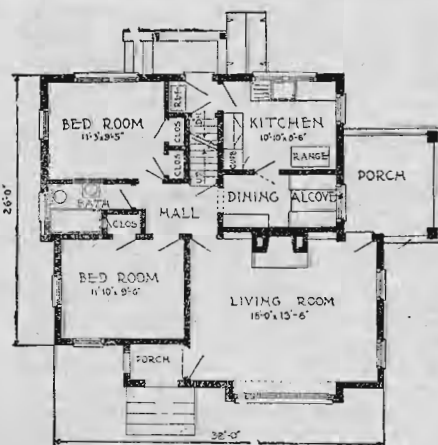
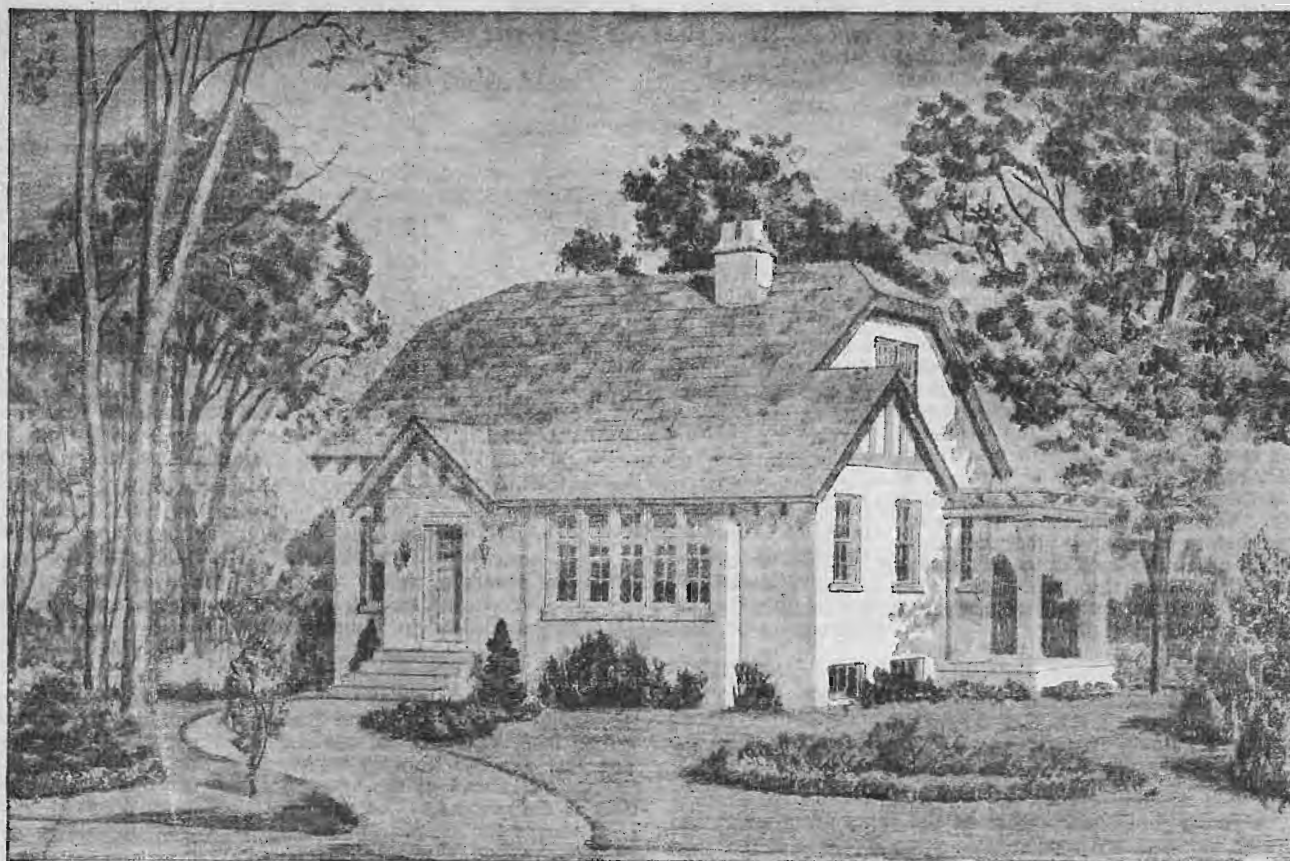
So much for development along lines of travel. Let us glance for a moment and see what the railroad has accomplished for the region in which we live, our town, the great Northwest. What made it possible in such a short time for cities like Spokane, Portland, Seattle and Tacoma to arise and flourish! Cities which rival in modern convenience and surpass in natural splendor the great metropolises of the east. Here Honorable Judges, is the answer: Because of the transcontinental railway, which in the year 1883, first joined the far east with the great northwest. Then indeed did progress in this region begin, for in six short years such strides had we taken along the paths of commercial wealth and to such an extent had our population increased, that we were admitted in the year 1889, as a state into the Union.

Ladies and Gentlemen, do you think for a moment that the state of Washington would be the great power in the Union that she is today if it were not for the railroad! No! Common sense forbids an affirmative reply. On the contrary this would still be a frontier state, as before the days of adequate transportation were the American colonies still frontier colonies. Still would stand the primeval forest, and instead of the cities which I have enumerated, living monuments to the progress of a growing land, the posts of the fur trader would mark the rim of western American civilization, so great a factor has the railroad proven in the development of this beautiful region, which we proudly call our own.

For nearly a hundred years, over those steel rails there has rolled an ever-increasing volume of wealth. Cities and states have risen up along its paths. The resources of the nation have opened to the trade and commerce of the foreign world. Along those parallel lines the products of the western valleys have been carried to the crowded marts of the east. If the railways were to stop whole provinces would perish. If they were to stop millions would starve. Indeed, the American people have built their very civilization on their systems of transportation. Common ideals have spread over these rails, to every section where the iron horse has penetrated, until now it is possible for all to be moved and moulded by that grand spirit of Americanism.

It is to the interest of all therefore, to further the development of this, our chief means of transportation. United cooperation is the cry of the railroads today. United cooperation built this land of ours, now rejoicing in the fulness of its prime.





#### Doors

Life has three doors. There's the door marked "Push," the door marked "Pull," and there's the revolving door.—Louisville Courier-Journal.

#### A Cozy Cottage, Surprisingly Roomy

The needs of a small household are remarkably well supplied in this cottage. The low, somewhat irregular, roof lines give the house an appearance of cozy comfort.

Through the covered entrance, one passes into a large, well-lighted living room, with a fireplace flanked by bookcases and symmetrically placed doorways, one opening to a porch, the other into the central hall. Doorways from this hall open into two cross-ventilated bedrooms, the bathroom, and the dining alcove. Adjacent to the latter is a fine kitchen. The second floor has two good bedrooms, each with extra large wardrobe closets and a spacious linen closet is located in the hall. A basement under the whole house gives plenty of room for separate heater, coal, laundry and general storage rooms.

This house, which requires at least a 45-foot lot, can be suitably located with the front facing to the west, south or east.

A firesafe home of concrete block walls and portland cement stucco may be built for the cost of a similar frame house plus a season's painting bills. The home is also attractive in appearance, warm in winter and cool in summer. Comfort, attractiveness, and relief from fire hazard, contribute much to a happy home.

An illustrated booklet called "Your Home," containing pictures of more than a dozen houses in different sections of the country may be obtained free of charge by writing the editor. In it also is much other information of interest and value to any one planning to build a house.

#### Go Milwaukee

Would you forget dull cares,  
Riding where the railroad dares?  
Would you feel the exultant thrill,  
O'er verdant valley and forested hill,  
Of the fast flying Olympian outward bound

On its journey to Puget Sound?

Would you pierce the mountain wall,  
That rises in the blue sky so tall?  
Would you hear the music sweet,  
Of that cool dispeller of heat,  
The rushing tumbling mountain creek,  
The hissing bubbling mountain creek?

Do you long for the sight of the fir,  
The green robed forest emperor?  
Do the lurking fighting trout,  
Send your thoughts out and out?  
Can you feel the breath of the mountain,  
Nature's elixir giving fountain.

If of this you fain would partake,  
If you your thirst would slake  
With great draughts of Nature's beauty—

('Tis your rightful inherited booty)  
If you once more a man would be,  
You can do no better than go  
Milwaukee.

—Francis E. Roesch.

The author of the above verses is one of the railroad juniors who lives in Spokane, Wash. It augurs well for our future when the school children, too, boost for us.—Editor.

#### The Intelligence Test

First Member of Cavalry Detachment:  
"Looker heah, Joe, how come you-all to teach dot der mule all dem tricks? Ah can't teach mah mule nothing!"

Second Ditto: "Dat's easy; you-all jes' has to know moh dan de mule."





## TALKING POINTS

"While it is true that there has been no general reduction of the level of rates since July, 1922, it is nevertheless a fact that the ton-mile rate has been decreasing, due to re-classifications of freight, to competitive conditions and to adjustments of differences between shippers and the railroads. During this same period there has been a gradual increase of wages paid railway employees. In January, 1923, the average straight time compensations of employees, paid on a daily basis, was \$7.52 a day; in January, 1924, it was \$7.62 a day, while in January, 1925, it was \$7.71 a day. The result of these lower rates and higher wages served to decrease the net returns of the roads in 1924 more than 200 million dollars under what they would have been had the rates and wages prevailing in the last six months of 1922 been then in effect. And this 200 million dollars more than spells the difference between the actual net returns of the carriers last year and what the Interstate Commerce Commission estimates would be a fair return on their valuation.

"Confronted with these conditions, the western railroads have asked the Interstate Commerce Commission to permit a slight increase in rates, sufficient to enable them to earn the fair return to which they are entitled, and this request is quite as much in the interest of the people as a whole as it is in the interest of the railroads themselves."

### Improved Transportation Service More Important Than Reduction in Freight Rates

"The improved transportation service the railroads are now furnishing, compared with that a few years ago, is proving of more importance to the country than would be any reduction in freight rates that could possibly be made," said C. D. Morris, of Chicago, assistant to the chairman of the Western Railways' Committee on Public Relations, in an address at the convention of the Panhandle Grain Dealers in session here this afternoon. "A few years ago we had to be satisfied to ship the products of our farms to market whenever it was possible for the railroads to furnish the cars in which to transport them. Car shortages were frequent, exasperating and at times costly to the shipper. Now the railroads, because of the investment of hundreds of millions of dollars in new freight cars, motive power and other facilities, are able to furnish cars promptly and to deliver the farmer's products to market whenever he desires."

"And this character of service means more to the farmer, as well as to the grain dealer, than we are likely to appreciate. Julius Barnes, former president of the United States Chamber of Commerce, himself an exporter of grain, declared in an address a few years ago that the farmers of this country had lost 350 million dollars during a three-month period in 1922 because of the inability of the railroads to deliver their grain to the seaboard at the time prices were highest in Europe. At that time the credit of the railroads was so poor that they were unable to purchase such equipment as would enable them to prevent frequent car shortages. A difference in rate, sufficient to provide the roads with a reasonable return, would have been of such slight consequence to the average farmer as to have amounted to practically nothing in the course of his year's business, but it would have enabled the roads to have provided such improved service as to have prevented such losses as that mentioned by Mr. Barnes.

Since 1920, payments on loss and damage claims made by the railroads to the shippers have been cut more than half. For 1924 alone they amounted to \$41,381,000, a decrease compared with 1920 of \$78,452,127.

A very large part of the benefits resulting from increased economies in operation have been passed along to the public in the shape of reduced freight rates, there having been an aggregate reduction of \$1,611,000,000 in freight charges during the years 1922, 1923 and 1924. This is the amount which shippers would have paid for transportation service in those years over and above what they did pay had the rates remained at the peak of 1921. In 1924 alone, the saving to the shipping public due to the reduced rates amounted to

\$618,000,000 compared with 1921.

The railroads have been supplying adequate transportation service to the commerce of the United States. This is evidenced by all available statistics supplemented by official statements from the Interstate Commerce Commission, other Federal and State Government Departments, the various Shippers' Regional Advisory Boards located in all parts of the United States, as well as from other organizations.

### Increased Operating Efficiency

As a result of the large amounts of capital expended during recent years, together with the increased effectiveness of railway operation, the railroads of this country in 1924 were operated with the greatest efficiency and economy on record. It cost \$386,000,000 less or nearly eight per cent less, to operate the railroads in 1924 than it did in 1923, although there was a reduction of only 5¾ per cent in freight traffic. Operating expenses in 1924 amounted to \$4,509,000,000, a reduction of \$1,319,000,000 compared with 1920. The larger part of these decreases in operating costs resulted from property devoted to the public service. Such valuation cannot be determined until the physical value is finally completed in accordance with the Act of Congress.

The actual returns of the carriers by neither method have equalled the "fair return" as fixed by the Interstate Commerce Commission at 5¾ per cent. The actual earnings since 1921 on the "tentative valuation" basis represent an aggregate deficiency in net operating income exceeding One Billion Dollars. On the property investment basis, the deficiency would be considerably greater.

Even in 1923, when the railroads carried the greatest volume of freight on record, they failed by nearly \$100,000,000 of realizing the "fair return" as fixed by the Commission while in 1924, when the volume of freight traffic was slightly less but the railroads were operated with the greatest efficiency on record, they fell short more than \$148,000,000.

From whatever angle considered, it is manifest that the railroads have not been and are not now adequately compensated in terms of net operating income and rate of return for the transportation service they have rendered. Greater efficiency and economy of operation, and were also made possible by the investment of large amounts of new capital.

Considerable saving resulted from greater efficiency in the use of fuel consumed by the railroads. In the freight service, the number of pounds of fuel consumed per thousand gross ton miles was 170 pounds in 1924, which was a reduction of nearly fourteen per cent compared with 1920 and seven per cent compared with 1923. Based on the freight traffic actually handled in 1924 and the prevailing fuel price in that year, the actual economy in fuel consumption in 1924, growing solely out of increased efficiency in use, compared with 1920 was 12, 878,568 tons, while the money saving was \$39,022,000.

In the passenger service, fuel consumption for hauling a passenger car one mile amounted to 17 pounds in 1924 compared with 18.8 pounds in 1920, or a reduction of nearly ten per cent. In 1923, it was 18.1 pounds. This reduction in 1924 was equivalent to a saving of 3,268,829 tons compared with 1920 and a money saving of \$9,905,000.

### Present Returns Not Equalling the "Fair Return" Fixed By Congress

For the first three months in 1925, the rates of return on property investment was 4.48 per cent compared with 4.61 per cent during the corresponding period last year. On the basis of tentative valuation, it was at the rate of 5.21 per cent during the first quarter this year compared with 5.33 per cent last year.

These returns are shown on the basis of the property investment of the carriers which is the book value of their road and equipment, together with working capital and supplies and cash; also on the basis of the "tentative valuation" of railway property fixed by the Interstate Commerce Commission as of the end of 1919, plus net additions from that date. The Commission's valuation is tentative and the carriers do not agree that it represents the true value of railway

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

## Chicago Chapter

The May meeting of Chicago Chapter was held on Saturday the 9th in the Club Rooms with a large attendance. Luncheon was served at one o'clock, followed by a short business meeting. The President, Mrs. Williams, told of the work being accomplished by the General Officers in organizing many Chapters at different points along the line, those formed since the last report being at Perry, Sanborn, Mitchell, Savanna and Council Bluffs; and she stated that the President and Treasurer General were then on their way West to organize Chapters at Miles City, Lewistown and Deer Lodge, Montana; and at Spokane, Washington.

An unusually entertaining program followed, consisting of an interesting talk on Art by Mrs. H. H. Field, and several musical numbers. The Blue Bird Quartette, the personnel of which is Mr. Jerry Cole, first tenor; Frank Schornack, second tenor; Al Klatt, first bass and pianist, and Anthony Samp, second bass. These gentlemen being employees of the various departments at Fullerton Avenue Building. Mr. Klatt also gave several piano solos in a very acceptable manner. Then little Miss Rae Cohen, small sister of one of the young women employed in the auditing department, played two numbers, displaying a great talent and remarkable skill. The little lady gives great promise of becoming a pianiste of note.

The June, July and August meetings are to be out-door functions, weather permitting; the next one to be held on Saturday, June 13th, at the home of Mrs. Carl S. Jefferson, 1135 Judson Avenue, Evanston, Illinois, at 1:30 P. M. This promises to be a most enjoyable event and a large attendance is specially requested.

## Janesville Chapter

Janesville Chapter now has one hundred and fifty members, and is already one of the most active of the group. They made their debut on April 23rd, by giving a card party, at which one hundred and forty were in attendance, and on May 1st, a dancing party was given in the armory of the old high school and was enjoyed by over two hundred and fifty men and women.

The hall was decorated with flags and switch lights, making a very unique and appropriate setting for a gathering of the railroad folk.

A seven-piece orchestra furnished the music. So successful in every way was the party, that the Club have decided to make the "May Party" an annual affair.

## Twin City Chapter

On May 1st the Twin City Chapter held its regular Board meeting at the Club Rooms. At this meeting a most satisfactory report of the Welfare Committee was read. The Board voted a summer recess, starting about July 1st.

On May 4th, the monthly meeting of the Club was held in the Sun Room of the Curtis Hotel and was well attended. The regular routine business being dispatched, the question of giving another dancing party before the summer recess was put to vote and unanimously carried, the date being set for June 4th, at the Calhoun Commercial Club; and it was also voted that the dance should not be given incident to raising funds, but purely for social purposes—a friendly get-together before closing a rather strenuous year's work.

A delightful program of music and readings followed, the artists contributing being: Miss Marcella Gillick, pianist; Miss Katherine Wright, reader; little Miss Joy Irving, child dancer and Mr. Kelyth Jones, baritone soloist.

The seven organized committees of our Club have also held their regular meetings during the month and many are the interesting plans being made for the coming year.

Each month adds to the attractions of our Club Rooms, and we are more than apprecia-

tive of the generosity of its donors. Beside useful articles for the kitchenette, several beautiful pictures have been hung on our walls, one in particular, a water color painted by and the gift of Mrs. W. C. Stackpole, one of our charter members, has for its subject, an Arabian Chieftan's head. Mrs. Stackpole laughingly said when she presented it, that she thought among so many women there ought to be at least one Sheikh.

The big thing accomplished the past month was the Shubert Theater Party, which under the able generalship of Mrs. H. G. Dodds, Chairman of Arrangements came through with flying colors. It was not only a great social success, but it netted the tidy sum of \$348.00, this money to be used exclusively for welfare work.

Mrs. Dodds, who heads the Finance Committee, and her assistants, Mrs. T. A. Morken, Mrs. J. V. Gobershook and Mrs. Palmer Nickey, have shown once more their ability to make a grand success of any undertaking they sponsor, and too much cannot be said in their praise.

## Sioux City Chapter

Since the organization of Sioux City Chapter, the organization has grown to a membership at present of 125; and they are doing great good among the sick and needy of our railroad in this district.

The Chapter has had two card parties, both well attended and greatly enjoyed. On May 7th, a May Dance and Card party was given with a very large attendance and a splendid time.

The monthly meetings are now being held in the Y. W. C. A. Club Rooms which are very satisfactory, but of course the Club hopes some time to have a Club Room of its own.

The interest in this Club is growing out here, as it becomes more widely known that the primary object of its organization is benefit work among the Milwaukee families, and that every cent realized from any source whatsoever, over and above running expenses is to be devoted to the welfare and benefit cause.

Mrs. E. H. Bannon recently came to Sioux City from Milwaukee, was elected First Vice President of the Sioux City Chapter, and was honored by the members of the Chapter at a dinner last month. Patriotic colors and miniature electric train formed the table decoration. Roy Robson, who has a fine baritone voice, sang two numbers, and Mrs. C. E. Whitt gave piano selections.

The regular business meeting of the Chapter followed.

## Chapter No. 3, Bensenville, Ill.

The regular meeting of Chapter No. 3 was held on Wednesday, May 6th in the Village Hall.

The meeting was opened by a roll call, each member responding by a current event, which was both interesting and educational.

The Ways and Means Committee reported \$28.00 as the proceeds of a bakery sale held on April 25th.

Mrs. Harry Nicodemus reported \$6.00 raised from the sale of drawn-work linen handkerchiefs. This sale was held for the purpose of raising money to buy milk for a young woman who formerly worked for the company and after the death of her father, was the sole support of a family of six. Through lack of work the brave girl was threatened with tuberculosis and up until the time this Chapter covered her, her condition was very serious. She was put on a diet of milk and eggs and is now so much improved that her physician says the milk supply may be reduced. Milton Lange, and Mrs. H. Nicodemus, taking two of the little girls from this family, the other members of the Club are helping in doing sewing and donating materials. The Chicago Chap-

ter has also been very kind in helping this case.

We are going to have a scrap book to contain all the news of the Chapter and of the Club doings and its members.

The meeting was then turned over to the program Committee Chairman, Mrs. J. J. Lookabaugh. Little Miss Mildred Sonning gave the "peek-a-boo dance" very gracefully and sweetly. Mrs. Nicodemus gave a splendid talk on Club and Social Life Among Women. Refreshments were served after the program.

## Portage Chapter

Portage Chapter held its regular meeting on May 2nd in Trainmen's Hall. First Vice President Mrs. Buchler presided in the absence of the President. The Secretary reported a membership of 116. Committee Chairmen read their reports and a discussion was held on way of raising money for the Club work.

An interesting program followed the routine business. Miss Elizabeth Bauer opened with two piano solos, which were greatly enjoyed. A very interesting reading of the play, "The Show Off" by Mrs. Urban Budzien was most enthusiastically received, and was followed by two very pretty dances by Miss Loda Trimble, who is a graceful and talented artist.

Light refreshments were served.

## Sanborn Auxiliary

Sanborn, Auxiliary to Mason City Chapter, was organized on April 17th at the home of Mrs. M. M. Burns, with a large number of Milwaukee women present, most of whom had become members of the new Chapter at the preliminary meeting. Mrs. C. S. Christoffer, President of Mason City Chapter; Mrs. H. G. Crowe and Mrs. R. H. Janes, First and Second Vice Presidents, were present to assist in the formation of the Auxiliary. Mrs. Christoffer explained the purpose of the organization all over the System and the great good it hoped to accomplish. Mrs. Crowe talked on the Mutual Benefit Work and Mrs. Janes on Program and Membership. After the business of the organization was completed a delightful program followed consisting of piano solos by Mrs. Ellis Miller; reading by Miss Margaret Horton; vocal solos by Miss Phyllis Leemkuil, accompanied by her mother, Mrs. C. Leemkuil, at the piano. Refreshments were served. Mrs. Burns' home was beautifully decorated for the occasion. The following were elected officers: President, Mrs. M. M. Burns; First Vice President, Mrs. H. Kissler; Second Vice President, Mrs. J. C. Wiley; Treasurer, Mrs. C. Leemkuil; Secretary, Miss Myrtle.

Other guests were Mrs. G. O. Stevens of Canton, S. D.; Mrs. D. E. Stevens of Parker, and Miss Mary Burns of Hartley.

## Marion Chapter

The Milwaukee Woman's Club met in Memorial Hall at Marion, on May 9th, with a good sized attendance, Mrs. M. J. Flanagan, President, presiding.

Fine reports were made by the Chairman of the Sunshine, Easter Ball and Flower Committees.

The following ladies composed the Committee in charge of entertainment: Mrs. John P. Reardon, Chairman; Mesdames L. C. Low, L. K. Owen, L. E. Peckosh, Frank Lafferty, R. C. Merrill, Gerald Gordon, W. N. Foster, Thomas Shay, Charles Wescott, H. L. Mellish, Charles Carrington, Ralph Seager and John Coakley.

The Club voted to meet every second Friday afternoon of the month instead of the second Saturday. A program of music and readings was enjoyed during the social hour. A piano and violin duet was played by Miss Lula Toms and Dale McCannon; a piano and trombone duet by Geraldine and Lawrence Gordon; reading, Arlene Strickle; Spanish dance, Marian Gordon; reading, Myno Tschöpe. Refreshments were served by the hostesses.

(Continued on page 23)



# AT HOME

HAZEL M. MERRILL, Editor



Helen, Ruth and Jean, Daughters of Car Frederick M. M. Ball, Miles City, Mont.

## Summer Fashion Notes

For the wedding and commencement, nothing can take the place of the all-white costume. Years ago, there was so much sentiment connected with the wedding gown, usually made by loving hands, that it was laid carefully away with the fond hope that it would one day be worn by the darling daughter, instead of being made over or used for dinner or dance frock, as nowadays. If you happen to be one of those daughters, and perhaps have just a trace of said sentiment lurking about you somewhere, you will be amazed what a charming gown can be fashioned from the wedding gown of bygone years, from the skirt of which alone can be designed an entire, short-skirted frock of today. Simplicity and charm, quite in keeping with the order of the day, are the keynote for the bridal gown. One beautiful gown was of soft, silver lame, softly draped in front and fastened with motif embroidered with pearls and strass; deep oval collar also embroidered in pearls; graceful, detachable court train, which fastens at the shoulders; veil of tulle bordered with fine lace, attached to head with bandeau of pearls and strass. A youthful frock for the bridesmaid is of mauve chiffon over mauve taffeta, trimmed with artificial violets in oval-shaped bunches; deep, straight collar with bunch of violets on shoulder. For the balance of her wardrobe, or part of it as least, the bride should have a practical dress, an ensemble, (possibly of beige ribbed silk with dark blue coat and hat to match); a practical sports dress, flannel or tub silk, to be worn with small felt hat to match; an ensemble costume for sports, of pink, blue, yellow, or white crepe de chine with kasha or jersey, and with it should be worn matching coat of kasha or jersey, with hat to match in color; a soft dress of crepe de chine or voile; evening gown of soft, white charmeuse; evening cape to harmonize with predominating color of wardrobe, or of white; coat for practical wear; sports

shoes, street pumps, satin slippers, a bathing suit, some attractive scarves of contrasting color, and she will have a wardrobe suitable for any occasion.

The ensemble still holds first place, and to be smart this season, things must match; lines are straight, skirts short, and heads sleek and well-groomed. Colors are lovely, with natural kasha perhaps in the lead, white a close second; new shades of blue, green, pink, and yellow, tan beige, etc. Hats are small, and hats and scarves match. Glittery white for evening is quite the thing, with semi-precious jewels, crystal beads of all colors, bracelets, and earrings for ornamentation—simply be careful not to overdo it.

The popular materials for commencement frocks this season, are crepe de chine, georgette, chiffon, voile, and batiste. If the material is plain and simple, use a bow of some kind, a flat tailored one with long streamers hanging from the shoulder. After commencement, you can replace the white bow with one of color, and with a hat to match and a scarf, have a pleasing party dress for informal affairs. Simplicity in design is the keynote for the commencement frock. If you are inclined to be somewhat stout, select a design with slenderizing lines, with straight effect from shoulder to knee, and what trimming there is, low; full skirts and tiers of ruffles are best for the petite girls, of the fairy type, who look best when fussily dressed.

## Household Suggestions

A good filler for cracks in floors may be made by steeping white tissue paper until it is soft. Make a paste of it by thoroughly mixing it with glue. Color with ochres as nearly as possible the shade of the wood in the floor. Add calcide magnesia and force the paste into the cracks or holes. It will retain its smooth surface after drying and not be noticeable.

Quite a new and novel idea is to decorate the upper panels of the doors of a bedroom suite or bed-sitting-room with flowers. This affords a field for the amateur decorator and makes a room bright and cheery. Motifs may be pasted onto the door cut from wall paper, preferably that in the room, and then the whole door shellacked right over decoration and paint.

Fruit stains may be easily and quickly removed from the hands by using a small lump of tartaric acid in  $\frac{1}{2}$  cup of water. This is better and more economical than the use of a lemon.

To make woodwork and floors look like new, apply wood alcohol with brush to loosen and soften the surface; then apply coat of ground paint. Allow to dry, and then cover with light oak stain and varnish in thin coat. After first has dried, apply second coat.

You can remove mildew from fine

white goods by dipping several times in buttermilk and hanging in sun until stain disappears. White goods that has become yellow may be bleached in the same way.

You can soften any kind of tube paste that has become hardened in the tube by dipping the tube into hot water. Be sure that cap is tightly in place.

Delicious strawberry jelly may be made successfully from berries that are not quite ripe and without the use of pectin.



Audrey Hanson, Daughter of E. & S. W. Div. Engineer C. H. Hanson, Beloit, Wis.

## Miss Audrey Hanson of Beloit, Wis.

The above pictures a very talented young lady, the daughter of Engineer C. J. Hanson of the R. & S. W. Division. Miss Hanson is a toe dancer of exceptional ability and has appeared in many of the amateur and school entertainments given in Beloit within the past few years. She graduated from High School this year and took part in the Senior play.

She was a pupil last season of the Pavley-Ourainski School of Russian Dancing in Chicago; and the coming season she expects to go to Los Angeles to take up a course in Greek and nature dancing in the Ruth St. Denis school there. Her dancing is marked by an exquisite grace and she is said to use her arms with much of the expression quality of Hilda Butsova, premiere danseuse of the Pavlôwa Company.

Miss Audrey owes much of her public success to her mother who chaperones her always and is the creator of her striking dancing costumes.

## What a Mistake

Young Wife: "The postoffices are very careless sometimes, don't you think?"

Sympathetic Friend: "Yes, dear, why?"

Young Wife: "Fred sent me a post card yesterday from Philadelphia, where he is staying on business, and the silly postoffice people put an Atlantic City mark on the envelope."



**English muffins.** One half cup scalded milk; one half cup water; one cake compressed yeast; one teaspoon salt; two cups flour. Put milk and water in mixing bowl and when lukewarm, add the yeast. As soon as yeast is dissolved, add salt and flour. Beat thoroughly and let rise. Cut down and let rise again until twice its bulk. Sift flour in large biscuit pan, make little wells with a measuring cup and drop the dough into the wells, dust with flour and let rise until very light. Lift carefully and bake on hot griddles fifteen minutes. Greased muffin rings may be used instead of shaping muffins in flour.

**One Egg Waffles.** Mix one and one half cups of flour, one and one half teaspoons baking powder and one quarter teaspoon salt. Add one egg beaten until very light, add one and three quarters cup milk slowly and two tablespoons melted butter.

**Corn Fritters.** One half can corn or one half pint green corn; one egg; one quarter cup milk; one tablespoon melted butter; one teaspoon baking powder; flour to stiffen. May be sauteed or fried in deep fat.

**Chili-Con-Carne.** Brown one half pound chopped round steak in a frying pan. While this is browning, cook together three medium or two large sliced onions and a can of tomatoes. Put into the browned meat and cook fifteen minutes. Add one can of kidney beans; two teaspoons of salt; two teaspoons of sugar and one eighth teaspoon cayenne pepper. Cook all together twenty minutes.

**Cherry Dumpling.** One and one half cups flour; two teaspoons baking powder; water to make like cake batter; pinch of salt, two small teaspoons of lard. Sift flour and baking powder together and rub lard into the flour. Butter several teacups or small molds, put layer of cherries in bottom and pour the batter over.

**Cherry Sauce.** Take juice from cup of cherries or left over from a can of cherries; add one half cup sugar and thicken with corn starch. Pour over dumplings. Dumplings should be steamed one half hour.

**Strawberry and Rhubarb Jam.**  
Two quarts strawberries; one quart  
rhubarb; three pints of sugar. Boil  
together twenty-five minutes.

**Preserved Strawberries.** Berries prepared in the following manner will remain whole. Prepare a basin of lime water. When this is cool, put strawberries in and let them stand fifteen minutes, then rinse an instant in fresh water. Drain, taking care not to bruise the berries. Take an equal amount of sugar to the amount of berries. To each pound of sugar add one cup of water, boil until very thick syrup, then add the berries. Cook five minutes, pour into sterilized jars and seal.

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Room 802 Union Station Building,  
Chicago, Ill.

Chicago, Ill.  
Send 15c in silver or stamps for  
our UP-TO-DATE SPRING AND  
SUMMER 1925 BOOK OF FASH-  
IONS.

5103. *Ladies' Jumper Dress.* Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make as illustrated for a 38 inch size requires  $3\frac{3}{4}$  yards for the Dress and  $3\frac{3}{4}$  yards for the Blouse and godets, of 32 inch material. The width of the dress at lower edge is  $1\frac{1}{4}$  yard. Price 12c.

5117. **Girls' Dress.** Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires  $3\frac{1}{2}$  yards of 36 inch material if made with the bertha. Without the bertha 3 yards will be required. Price 12c.

5113. **Misses' Dress.** Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires  $3\frac{1}{2}$  yards of 40 inch material for the Dress, and  $1\frac{1}{2}$  yard for the Blouse. The width of the dress at the foot is  $1\frac{3}{4}$  yard. Price 12c.

5119. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 2 yards of 32 inch material. Price 12c.

**5146. Ladies' Dress.** Cut in 6 sizes; 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4 yards of 32 inch material. The width at the foot is  $1\frac{1}{4}$  yard. Price 12c.

5106. **Ladies' Apron**, Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $2\frac{1}{4}$  yards of 36 inch material. Price 12c.

5134. Girls' Slip. Cut in 6 sizes: 4, 6, 8, 10, 12 and 14 years. If made with shaped shoulders it will require 1½ yards of 32 or 36 inch material for an 8 year size. If made with cambric top 1½ yard is required. Price 12c.

5108. **Ladies' House Dress.** Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires  $3\frac{1}{2}$  yards of 36 inch material with  $\frac{3}{4}$  yard of contrasting material if made as illustrated. The width of the dress at the lower edge is 1 $\frac{1}{2}$  yard. Price 12c.

5101. Boys' Suit. Cut in 3 sizes: 2, 4 and 6 years. A 4 year size if made as illustrated will require  $1\frac{3}{4}$  yard of 36 inch checked material and  $\frac{3}{4}$  yard of plain. Price 12c.

5099. **Child's Dress.** Cut in 4 sizes; 2, 4, 6 and 8 years. A 4 year size requires 2½ yards of 32 inch material. Price 12c.

5115. **Girls' Dress.** Cut in 4 sizes: 6, 8, 10 and 12 years. An 8 year size requires 2 yards of 36 inch material. Price 12c.

5112. Men's Overalls. Cut in 6 sizes: 28,



Visitor: "Are you mother's boy, or daddy's boy?"

Small Boy: "I dunno. We're going to Reno next week to find out."—Judge.

Oh the days neolithic were truly terrific,  
When the public inhabited caves,  
They debated with bones and said it  
with stones

And planted each other in graves.  
But in spite of all this, benediction was  
bliss

Because in each primitive den  
A husband's reply was a sock in the  
eye---

And they didn't have crosswords then.

—Jack Shuttleworth in Judge.

the girls from the different offices.

Friday, May 15th, we had Mrs. Byram and Mrs. Kendall, President-General and Treasurer-General respectively, from Chicago with us, and in their honor and in order that they might meet the Seattle and Tacoma chapters, a luncheon was given in the club rooms of the new Terminal Sales Building.

It was a most attractive affair—the luncheon being served at small tables on which were spring flowers. Mrs. Byram gave a most interesting talk on the future of the Club and the possibilities for club rooms, which so far we have been unable to have, and told us of some wonderful work being carried on by other chapters.

Mrs. Kendall spoke very interestingly on the General Fund and the uses to which they hope to put it and told also of the activities in other cities.

The Club presented both Mrs. Byram and Mrs. Kendall with attractive corsages.

About twenty-five members of the Tacoma Chapter, headed by their President, Mrs. Rositer, came over for the luncheon and bridge which followed.

Mrs. Calkins sang a delightful group of songs, assisted by Mrs. Roseburg at the piano, and Mrs. McCarthy gave several interesting readings pertaining to women that were very much enjoyed.

We hope the general officers visit us often—they are a real inspiration and are so full of new ideas that it is a positive joy to have them with us.

### Wausau

A very successful card party was held at the Milwaukee Passenger Station, by the Wausau Club, on Saturday evening, April 18th, for the benefit of assisting an employe and family who were in unfortunate circumstances. It was the first time the local station was ever used for a social affair, and it was considered quite a novel event. The city of Wausau was well represented, as well as neighboring towns. The north and south wings of the building were decorated with numerous signal lanterns of red, green and white and playing began immediately after the last train departed, which was 8:15 P. M. There were 23 tables of five hundred and fourteen tables of bridge. Favors in 500 were won by Miss Mable McCloskey, Mrs. Lawrence Nowitzke, Mrs. J. S. Biringier, Mr. Henry Maas, Kieth Nelson and F. P. Pond. Honors in bridge were won by Mrs. J. F. O'Brien, Mrs. H. Hoffman, Mrs. Geo. Silbernagle, H. L. Morrison, H. F. Hoffman and Harold Nee. Refreshments were served at the close of the playing and everyone present report a most delightful time. Much credit is due to the ladies in charge of the various committees, Mrs. Grace Munger, as chairman, spared no time or effort to make the party a success. She collected a swarm of busy bees, and they all worked together, and the entire party was put on within a few days' notice. The Milwaukee Woman's Club is very proud of the success met with, and plan to have equally as interesting affairs in the future.

The regular monthly meeting of the Wausau Chapter met at the Business and Professional Women's Club on the afternoon of April 21st and was well attended. An entertaining program which included two piano solos by Mrs. F. B. Conway, and two readings, "Two Homecomings," by Miss Emily Wendt, and "The Man of Sorrow," by Miss Dorothy Zilisch was followed by cards. Prizes in Auction Bridge were won by Miss Mildred Conklin and Mrs. Louis Lawless, and in Five Hundred by Mrs. Ferd. Lehrbas and Mrs. Elmer Nienow. Mrs. Oscar Larson was appointed chairman of the Food Sale, which is to be held May 16th. It was decided that officers and committee chairmen of the club would constitute the board of

directors, and a large number of new members were reported. Mrs. J. L. Truax, Mrs. Miles Christensen and Mrs. C. H. Randy were out of town members present at the meeting. The afternoon concluded with a buffet lunch served from a prettily decorated table in the club dining room. Hostesses for the afternoon were Mesdames J. W. Held, W. C. Milne, Dan G. Wells, John Schultz and F. H. Pond.

### Mason City Chapter

The C. M. & St. P. Women's Club had a very enjoyable time at their last meeting, which was held on the evening of April 23rd in the Club rooms.

An excellent program was given under the supervision of Mrs. Ben Hendrickson, Chairman of the Program Committee. Miss Myrtle Ouhlman gave a reading. The Girls' Ukelele Club, of which some of our children are members and who are under the direction of a very able leader, Miss Smith, gave several musical numbers which were greatly enjoyed by the audience. Mason City is to be congratulated on having so fine a Children's Club. Miss Smith deserves a great deal of credit for training them.

A splendid talk was given by Mr. Gilbert Hodges, Master Mechanic of the I. & D. Division. He talked along the line of his work and of co-operation in club work. Mr. Hodges proved to be one of our best speakers. He gave us some invaluable statistics about the Locomotive Department and how this important department of railroad work is carried on. He also told of how we, as loyal women members of this Club, by banding together during this financial readjustment of the great Milwaukee System, can help make our road a bigger and better road than ever. We, as the longest Division of the C. M. & St. P. and with three chapters already organized on our line, are making every effort to unite and stand back of our officials and employes in pushing ahead with this great work. Mr. Hodges' talk was most enlightening and inspirational.

Mrs. H. G. Crow, First Vice-president of the Club, gave an interesting talk on the organization of the Sanborn Chapter, and of the splendid entertainment tendered the Mason City ladies while there. She spoke very impressively of the efficient work the Sanborn women had done.

On Monday evening, April 27th, the Women's Club entertained the husbands and friends of women members at a card party. The evening was interspersed with musical numbers under the direction of Mrs. M. J. Ramsey. Five hundred was played and the prizes were awarded to Messrs. Wm. Smith and John Tobin, and Mrs. Dennis and Irma Wilhelm. The Social Committee served refreshments, after which a social hour followed. Mrs. Frank Ulrick is a very efficient Chairman of this Committee. About seventy-five were present, and a most enjoyable evening was reported by all.

### Dubuque Chapter

On April 17th was held the regular business meeting of the Dubuque Chapter.

The meeting was preceded by a pot-luck supper served at six o'clock by the ladies of the train service—conductors and brakemen. About one hundred sat down to tables tastefully decorated with flowers and loaded with all kinds of good things to eat. During the progress of the supper the Dubuque High School orchestra played a program of popular music. An invitation had been extended to the men and those who attended stated they thoroughly enjoyed the affair. We are sure they have spread the good word and we anticipate a great many more will respond to the next invitation extended to them by any division of the Chapter.

The meeting was called to order at eight o'clock and the reports of officers and various committees were given. The reports indicated

activity in every department and created a great deal of enthusiasm.

The Membership Committee had 3 new names to add, bringing the total membership up to 228. Later reports are that we will have a number of new members at our May meeting. The Membership Committee is a busy one.

Through the Sunshine Committee Dubuque Chapter has given a helping hand in various departments of the Division and in various ways. A review of the relief work since our organization in December shows an expenditure of nine dollars for coal and ten dollars in cash in the mechanical department; fifteen dollars in cash in the car department; fifteen dollars in cash in roundhouse; twenty-four dollars for provisions and clothing in train service; eleven dollars and fifty cents for material to be made into clothing for a family in distress and five dollars and twenty cents for cards sent to members in sickness, bereavement and distress, making a total expenditure of approximately ninety dollars. In each instance the cash expenditure has been in case of death or illness.

Plans were completed for a dance to be given the evening of May 1st. The Program Committee announced the engineer ladies would be hostesses at the May meeting.

The Board of Managers met at the home of Mrs. R. H. Kearney the afternoon of April 30th to sew for the Sunshine Committee requirements. After the sewing was completed a business session was held, during which our President discussed the advisability of dividing and enlarging the Program, Entertainment and Sunshine Committees. This seems absolutely necessary if Dubuque Chapter carries out the plans already made for our social activities and relief work. At the conclusion of a busy and enjoyable afternoon dainty refreshments were served by Mrs. Kearney.

The members of the Board of Managers will be the hostesses at the June meeting, which will be a "Guest Night." We are promised a very delightful evening and the plan is that each member will bring a guest who is eligible to membership on the Chapter.

There are hints of a big picnic in July and plans for activities during the Fall that will enable us to secure sufficient funds to carry on more extensive relief work during the winter.

### Ottumwa Chapter

The regular meeting of Ottumwa Chapter was held in the Club room at Ottumwa Jct., Saturday, May 9th, with a good attendance.

Mrs. J. C. Sowder of Kansas City, Mo., was a visitor. Ottumwa Chapter is always glad to welcome any Milwaukee visitors who may be in the city.

A card party and kensington is to be given on the 20th of May and hereafter social meetings will be held every other Wednesday which will give the ladies an opportunity to become better acquainted. Picnics and other social affairs are being planned for the coming months and much enthusiasm is being shown.

Our meeting day has been changed from the second Saturday to the fourth Wednesday of each month and the by-laws amended accordingly.

A contribution of \$10.00 was voted to be given the Ottumwa Courier Radio Fund which is to be used to buy a radio for the children at the American Home Finding Association.

A vote was also taken to buy a piano for the Club room within the next few months and \$10 has already been donated for this purpose.

The "Milwaukee Spirit" was surely demonstrated on Tuesday night, May 5th, when Ottumwa Chapter held their first big Benefit Dance in the Armory Hall.

About 300 couples enjoyed the music furnished by the "Mississippi Six" Orchestra from Grinnell, Iowa, which made a big hit with both dancers and spectators. It was a big "Get-



"Together" party and all departments of the railroad, as well as the public, were on the floor dancing to the tune of "Casey Jones."

The proceeds of this dance are to be used in furnishing our Club room and every room is much elated over the fact that more than \$200.00 was cleared.

The success of the dance is due to the efficient work on the part of Mrs. Ralph Replogle, Chairman, and her Committee, as well as the co-operation of all members.



Mrs. A. M. Parrish, Ottumwa, Iowa

Ottumwa Chapter claims the honor of having the oldest member of any Chapter, Mrs. Anna M. Parrish, who is 93 years of age.

Mrs. Parrish, daughter of Johnson and Elizabeth McLelland, was born in Bedford, Bedford County, Pennsylvania, July 18, 1832. Moved to Missouri when 9 years old. When 14 years old her parents moved to Wisconsin and there she met and married L. J. E. Parrish in October 1848. To this union five children were born, three boys and two girls. Mr. Parrish died in 1871 and one daughter and two sons have died. Her three boys were railroad men.

Mrs. Parrish remained in Madison until 1890 when she moved to Chillicothe, Missouri, remaining there until 1898, when she and her son Joseph, a veteran Milwaukee engineer, moved to Ottumwa, where they have since made their home.

#### Beloit Chapter

The dancing party given by the Women's Club at Beloit on April 15th was a great success. Everyone reported a very enjoyable evening, and we are sure they did not say so just to be polite. The hall was very prettily decorated with flags, Japanese lanterns and trainmen's red, white and green lanterns. During the intermission Miss Audrey Hanson gave a group of dances. Miss Hanson is a toe dancer of exceptional ability and her numbers were greatly enjoyed. Dancing was from 9:00 until 1:00, music being furnished by the Campus Serenaders. We wish to thank the many rails who so generously bought tickets, even though they were not able to be present.

The regular monthly meeting of the Beloit Chapter was held May 2nd at Odd Fellows Hall. This was the first meeting in the new location. After a short session the remainder of the afternoon was spent in playing Bridge and Five Hundred. The first prize for the Bridge players was won by Mrs. Dewey Rosenthal, the consolation by Mrs. P. D. Foster. The first prize for the Five Hundred players was won by Mrs. Conwell, the consolation by Mrs. Wm. Muckerheide. Refreshments were served and all agreed that Mrs. Black put the "punch" in the punch.

#### Council Bluffs Chapter

The Chicago, Milwaukee and St. Paul Railway Women's Club of Council Bluffs, Iowa,

held their first meeting, Thursday afternoon, April 30, at the home of Mrs. M. Gallagher, wife of the Terminal Trainmaster of Council Bluffs. The women were addressed by Mrs. M. J. Flanigan, president of the Marion Chapter, who explained why these clubs were being organized throughout the Chicago, Milwaukee and St. Paul Railway System. A committee to nominate officers was elected as follows: Mesdames M. Gallagher, chairman; Edward Lee, Guy Frame, Joseph Kernan, and B. A. Olson. Mrs. W. L. Butler was appointed treasurer and Mrs. James A. Dellinger, recording secretary pro tem. There were thirty-one women present and each promised to bring some one else to the next meeting which will be held May 28 at the home of Mrs. M. Gallagher. A vote of thanks was given Mrs. M. J. Flanigan for her assistance and to Mrs. M. Gallagher who has kindly offered her home for a place of meeting until suitable club rooms can be found. A two-course luncheon was served by the hostess, assisted by Mrs. Lennox and Mrs. Carl Taylor of Omaha, Nebraska.

#### Miles City Chapter

Miles City Chapter came into being on the evening of Sunday, May 10th, at a largely attended meeting held in Elks Hall of Miles City.

Mrs. Byram and Mrs. Kendall were present and explained the objects for which the club is being organized; and the hopes of its founders for a general relief work among the Milwaukee family.

Agent W. N. Ross introduced Mrs. Byram, who explained in detail the plans and purposes of the organization of the Woman's Club to promote a better social feeling, a better understanding among the women of the railroad and a general relief work among the sick and needy of the road.

Mrs. Kendall was presiding officer and after the reading and acceptance of the Constitution and By-Laws, the work of organization was completed. The newly elected officers are: President, Mrs. John N. Rothman; 1st Vice-President, Mrs. George Coob; 2nd Vice-President, Mrs. Thomas Brown; Recording Secretary, Miss Elizabeth Coleman; Corresponding Secretary, Miss Helen Kirwan; Treasurer, Mrs. Fred Amidon; Historian, Mrs. Alex. A. Bugby.

Mrs. Rothman stated that she would call a meeting very soon, at which she would name her Committee Chairmen, and fix a time and place for holding the regular meetings.

After the routine business was dispatched, Mrs. Rothman called for a vote of thanks to the Elks Club for the use of their hall, and then a social hour was enjoyed.

#### Lewistown Chapter

A preliminary meeting was held in the Burke Hotel, Lewistown, Monday evening, May 11th, for the purpose of interesting the women of the Milwaukee Railroad living in Lewistown in the formation of a Chapter of the C. M. & St. P. Ry. Woman's Club. About seventy-five women were present to hear Mrs. Byram and Mrs. Kendall explain the aims and purpose of the Club, after which Mrs. E. B. Cornwell, presiding officer, appointed a nominating committee to present at the next meeting a list of names to be voted on for officers of the Lewistown Chapter.

The Lewistown ladies were very enthusiastic, and when it was announced that nearly all of the women present at the meeting in Miles City the previous evening had joined the Chapter there, the Lewistown contingent loyally said they were not to be outdone by Miles City, and the membership list for that evening was about one hundred per cent of those present.

Light refreshments were served and the visitors were presented with a beautiful basket of flowers.

#### Deer Lodge Chapter

A large gathering of Deer Lodge women of the Milwaukee Road greeted Mrs. Byram and Mrs. Kendall at a meeting held on the afternoon of May 12th in Elks Hall. Mrs. Byram spoke convincingly to her hearers of the aims, purpose and hopes of organizers of the Chapters of the C. M. & St. P. Ry. Woman's Club at the various points on the railroad, and said that Deer Lodge was the 26th to enroll. She urged all present to join, outlining the pleasure they would receive from a better acquaintance, a closer companionship and the happiness which they would have in being able to relieve suffering, sorrow and need of any kind among the men and women who make up the Milwaukee Family. Mrs. Kendall followed and told the Deer Lodge women she had no fear that when the object of the Club was thoroughly understood among them, she has no doubt whatever that the membership would be one hundred per cent. She said she had made many visits to Deer Lodge in the past, and had always left with the feeling that the Milwaukee women of the town were one hundred per cent in whatever they undertook.

The business of organizing then proceeded and the following named were elected officers of the Deer Lodge Chapter:

President, Mrs. J. P. Phelan; 1st Vice-President, Mrs. A. J. Buchen; 2nd Vice-President, Mrs. Wm. Cosgrove; Recording Secretary, Mrs. F. L. Tavenner; Corresponding Secretary, Mrs. Robert Daniels; Treasurer, Mrs. Earl Medley.

A social hour followed, giving all present an opportunity to meet and shake hands with the visiting general officers.

Mrs. J. P. Phelan, with a reception committee, were hostesses at a dinner given to Mrs. Kendall and Mrs. Byram at Mrs. Phelan's home in the evening.

#### Organization of Savanna Chapter

The preliminary meeting of Savanna Chapter was held in a coach at the Milwaukee Depot, April 20th, with 41 ladies present. Mrs. O. M. Stevens acted as temporary chairman. At this meeting temporary committee chairmen were named and plans made for the final organization of the Chapter Friday, April 24th.

This meeting was held Friday, April 24th, in the Masonic Hall with an attendance of about 160. Mrs. O. M. Stevens, Temporary Chairman, gave a short talk on the hopes and aims of the Club—the bringing together of all the women members and women employees, getting them to know each other and through the medium of the Club becoming mutually helpful to each other—also promoting social and welfare work. Mrs. Stevens introduced Mrs. Grant Williams and Mrs. Carpenter Kendall, who, in the absence of our President General, Mrs. H. E. Byram, told of the objects and ideals of this wonderful organization. Mrs. Williams emphasized the fact that we were all sisters in one big organization working for the good of everything connected with our railroad, and that welfare work should be really our principal thought. Mrs. Kendall read the Constitution and By-Laws.

The Nominating Committee presented its report and the following officers were elected: Mrs. O. M. Stevens, president; Mrs. Harry Carmichael, First Vice-President; Mrs. John Reagan, Second Vice-President; Mrs. Wm. Waymack, Recording Secretary; Miss Eunice Stevens, Corresponding Secretary; Mrs. Fred Cole, Treasurer.

Prior to the meeting a short program was given consisting of two vocal numbers by Dewey Gantert—one of our Railroad boys—and two selections by the Savanna High School Freshmen Orchestra—which was greatly enjoyed.



### Superior Division Chapter

The Superior Division Chapter held its first annual ball at Turner Hall on April 24, 1925.

The ball was the largest undertaking the Club has managed since its organization in Green Bay, but no member was the least discouraged as it was a great success. There were about 300 present and everyone is still talking of the lovely time they had and looking forward for the next one.

Much credit is due the Decorating Committee as the old Turner Hall was hardly recognizable.

Credit should also be given the Ticket Committee as they worked hard and many more tickets were sold than there were people present.

We hope to have another ball soon and we want to see everyone present.

We also have another feature to be credited with and that was the lovely program which was given under the auspices of the Program Committee on Thursday, May 7th. After our regular meeting a program of about ten numbers was presented by all talented artists which included vocal selections, dance numbers, readings and piano numbers. There were about 200 present at this program and after the program, social hour of dancing, etc., was enjoyed by all.

At present the Ways and Means Committee are conducting a Rummage Sale and prospects look very bright.

The Decorating Committee, in charge of Mrs. Basche, will hold a card party after the June meeting.

### Mitchell, S. D., Chapter

In the latter part of March Mrs. C. S. Christoffer brought a party of C. M. & St. P. Women's Club members out to Mitchell, S. D., and set the ball rolling to organize a chapter here. Mrs. R. D. Miller was elected temporary chairman and called on Mrs. Christoffer, Mrs. Johnson, Mrs. Crow, and Mrs. Harmon to explain the various departments of the Mason City organization. Those present took keen interest in the proposition and again on April 25 we met about seventy-five strong. A permanent organization was effected with the following officers:

Mrs. R. D. Miller, President.  
Mrs. S. M. Grunland, First Vice-President.  
Mrs. C. H. Bradbury, Second Vice-President.  
Miss Florence Paulin, Secretary.  
Mrs. J. W. Shelby, Corresponding Secretary.  
Mrs. E. O. Wright, Treasurer.

A splendid program was enjoyed and after a very pleasant social evening refreshments were served.

There are 108 members in the Mitchell Chapter now, three of whom live out of town. The ladies are very much interested in the Club and each chairman is busy with her committee. With such a good line-up of officers and so much enthusiasm among the members Mitchell Chapter is likely to make the other Chapters sit up and take notice.

### Spokane Chapter

A preliminary meeting of the C. M. & St. P. Ry. Women's Club was held April 21st at the home of Mrs. E. F. Rummel, but the Spokane Chapter really came into existence May 13th, on that date 86 members of the Milwaukee family met and organized the Spokane Chapter.

We were indeed very fortunate to have Mrs. H. E. Byram and Mrs. Carpenter Kendall with us to assist in organizing the local Chapter.

Mrs. Byram explained very thoroughly the purpose of the Club. Everyone found Mrs. Byram a very interesting and charming lady.

Mrs. Carpenter Kendall gave us a short talk and then read the by-laws.

On motion the Club accepted the by-laws as read.

Minutes of previous meeting were read and accepted.

Mrs. A. O. Vietch, Chairman of the nominating committee, submitted the following names for the officers of the Spokane Chapter:

President, Mrs. E. F. Rummel.  
First Vice-President, Mrs. A. O. Vietch.  
Second Vice-President, Mrs. P. L. Hays.  
Recording Secretary, Miss Zeldia Mae Case.  
Corresponding Secretary, Miss Gertrude Alden.

Treasurer, Mrs. P. T. O'Neill.

On motion the Club accepted the names as read and the vote for election was unanimous.

Mrs. Rummel then took the chair and expressed her appreciation of our selection of her as president of the Spokane Chapter and she assured us she would do everything possible to make the Club a success.

Mrs. Byram and Mrs. Kendall were presented with flowers.

The meeting was then adjourned and everyone was asked to come forward and join the Club, which 60 of them did.

We hope that Mrs. Byram and Mrs. Kendall will make us a visit again in the near future, as their visit was certainly enjoyed by everyone.

Watch us—We're going to be 100 per cent.

### Seattle Chapter

The regular monthly meeting was held April 27th at noon at Meves Cafeteria—all first enjoying a lovely luncheon, which was followed by the business meeting.

Mrs. Bradshaw, second vice-president, presided, and the usual reports of the officers and various committees were read. Mrs. Mercer, Chairman of the Social Committee, outlined plans for a party to which the men were to be invited and the date of May 8th was decided upon. It is to be in the nature of a dance and a card party for those who don't care to dance. All Committees have been appointed and are busily at work on the preparations. When this appears in print, the dance will have occurred and will, we hope, have been a grand success.

Mrs. Bradshaw announced the appointment of Mrs. W. C. Ennis as Chairman of the Constitution and By-Laws Committee.

Four new members were enrolled, and we are now trying to make Seattle Chapter 100 per cent in membership, which I suppose is what every other chapter is trying for.

Our regular monthly meeting has been established as the last Monday in each month.

Friday evening the 8th of May at Queen Ann Hall, the Seattle Chapter gave their first dance and card party. It was one of those parties that newspapers describe as an affair where "a most enjoyable time was had by all," so much so in fact that the evening passed all too quickly and no one was at all ready to go home at 12 o'clock. Along with the good-nights were choruses of—"How soon will you have another?"

Max Berliner's orchestra furnished excellent music that was greatly enjoyed by about 100 couples. The side-lights around the hall were very prettily decorated in pastel shades, giving a soft subdued lighting effect. On the punch table was an exquisite bouquet of spring flowers of all the gay bright colors, making a very attractive picture.

Although the affair was supposed to be strictly informal some very pretty light summery gowns were seen which of course added to the brightness of the party.

During the evening, Mr. A. P. Chapman read telegrams from Mr. Earling and Mr. Hicks who were out on the line to meet the Chicago officials expressing their regrets at being unable to be among the merry-makers and wishing the Club all success.

The Chairman of the Social Committee, Mrs. O. O. Mercer, and her Committee were hostesses for the evening, assisted by a number of

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## Seattle General Offices

Marie E. Cleary

Mrs. Eva M. Duncan of the City Freight Department is recuperating from an operation for appendicitis. She was stricken while at the office, was rushed to the hospital and operated on and is now convalescing nicely. She has returned to work and although a bit shaky is most as well as before.

Mrs. Byram and Mrs. Carpenter Kendall, our own Editor-in-Chief, recently visited in town and on their way west started four new chapters of the Women's Club in the following towns: Deer Lodge, Miles City, Lewistown and Spokane. While in Seattle the local Chapter gave a luncheon and bridge for them to which the Tacoma Chapter was invited—about twenty-five of their number coming over for the affair.

Hugo Engel of the City Freight Department has recently been trying to start in the popcorn business. Understand his first shipment was made via the Union Pacific, arriving on dead-head billing. He has so far been unable to convince the U.P. officials of his ownership.

Mrs. F. M. Dudley has been spending some little time in California due to the illness of her daughter who resides there.

Mr. Bradshaw recently decided that he should know just what sort of a railroad he had been asked to "general manage," and with his usual directness started out to investigate. Taking Mr. Middleton with him, they commenced a cross-country trip by speeder—(our first information was that they were going to walk)—examining every little tie and rail and angle bar they came to. They are both high in their enthusiasm as to the manner of actually "seeing America first," and returned with coats of tan that are the envy of all vacationists.

A party composed of Mr. F. N. Hicks, Mr. A. W. Faragher, Mr. F. J. Calkins and Mr. N. A. Meyer of Seattle, augmented by Mr. W. P. Warner of Spokane, Mr. P. J. Peckens of Butte and Mr. J. J. Foley of Miles City attended the stock show in Great Falls last month, and we have decided from the small bits of information given out that they must have very much enjoyed themselves, not only while in Great Falls, but on the trip going and coming.

Mr. R. F. Weeks who has spent the past four months in the Orient, is expected home on the "President McKinley" today. We are wondering if he will arrive in complete Chinese costume or content himself merely with carrying a Chinese parasol. He should have some very interesting things to tell and we're all hoping for an opportunity to hear them.

Mrs. James Carney, wife of Secretary to the General Manager, has been spending some little time in Butte, visiting relatives.

Mr. O. P. Kellogg and Mr. A. J. Laughon recently made a trip to Washington, D. C., we understand, to personally call on President Coolidge and demand an explanation of a statement made by him to the effect that fishing was child's play.

The General Offices extend their sincere sympathy to Mr. and Mrs. Frank H. Oliver on the death of their infant daughter.

We hope to be able next month to tell you about a wedding in which we know you will all be very much interested.

Mrs. F. J. Calkins surely seems to have the jinx following her about. She no sooner commenced to convalesce from her broken arm than she became very ill with ptomaine poisoning—putting in a very bad ten days or so, and incidentally losing quite a bit of weight over the whole affair. She has now recovered from this last illness and we hope is well on her way toward complete recovery.

Among recent Seattle visitors from the General Offices at Chicago and Milwaukee were Mr. and Mrs. Byram, Mr. and Mrs. Brundage, Mr.

and Mrs. Potter, Mr. Greer, Mr. R. M. Calkins, Mr. Burtess, Mr. C. H. Dietrich and Mr. D. C. Curtis.

Mr. Macy Nicholson, formerly General Manager of Lines West, and now serving on the Western Train Service Board of Adjustment at Chicago, has been around calling on his friends and renewing old acquaintances. He has a host of friends here who are always glad to see him.

Miss Valerie La Fortune of the Passenger Department has returned from a two months leave-of-absence which she spent in the far eastern part of Canada. She came back very much improved in health. Miss Blanche Brooks who came down from the Bellingham offices to take Miss LaFortune's place, has returned to Bellingham.

Just noticed that no mention of new items of Seattle General Offices and Seattle Chapter of the Women's Club is made in the May issue of the Magazine, but suppose the notes got in too late and will come along later.

## Musselshell Minutes

Helen Kirwan

The gladdest words of tongue or pen—

Our magazine has come again.

All's right with the Musselshell World again. Most of us will recover in time, but we'll never be the same.

Dispositions ruined for all time to come.

Our Milwaukee Club is on its way! Mrs. Byram and Mrs. Kendall came from Chicago to help us, bringing with them enough inspiration and enthusiasm to go all the way around among us. They succeeded in imbuing the fifty women present at the meeting with the earnest desire to make our club the best yet. I'm sure ours is the only club organized on Mother's Day and that is something to remember. You will read more about our new club in the Club's particular corner of this magazine.

Mr. R. C. Strong of Butte is the new office engineer in Mr. Murray's office, taking the place vacated by Mr. Swenson.

I want to break it gently to the girls that Mr. Stroud is married—yes, and has been—since New Year's Eve. "Don't cry"—it's like this—a lady rushed up to the policeman on the corner and says, "Oh, sir, catch that man—he tried to kiss me! And the sympathetic cop says, "Don't worry ma'am—there'll be another along in a minute." Moral: Don't draw any conclusions—there aren't any. Congratulations and best wishes to the Strouds.

E. H. Barrett was on the MS division this week.

The entire Musselshell Division extends its heartfelt sympathy to the families of Mr. A. A. Bugby, engineer, and Mr. H. Stuve, fireman, in their bereavement.

Mr. V. J. Peterson of Seattle is here on the relay work. He's one of the shining lights in goldfod on west, so the locals will have to look to their laurels while he stays in Miles-town.

Now, dear editor, please keep your blue pencil poised for action, but bear with me while I tell a couple of fairy tales and then do your worst.

A fire broke out in the Geo. Knowle's residence this morning, and the way the boys tore down the doors of the various offices getting away to save the women and children, it would have done your heart good to see them. The girls, calm as usual, gathered on the walks to see the race. Yes, it was a human and a humorous race, records from here to the coast were broken into smithereens. They tore big holes in the cinder drive digging their heels in to get a good start. Most of them arrived, but they say Ignatz Rogers, Alex Kohlase and Chamus Drawbaugh got such a good start they couldn't stop at the fire at all, just went right on by—hope something stops them before they reach

the Wyoming line. About 250 attended the fire and a good time was had by all. Needless to say, George got there in nothing flat.

Notice has been given that the crowning ceremony—of King Dougherty—recently arrived from Spain will take place in the park of parks. Sir Ignatz Horatius Rogers will officiate—requisition has been made for materials to be used in said crown (ing). Sir Ig. says since the said King is an Irishman, he believes that out of due respect to his Nibs we ought to use his favorite confetti—you know. (Send for your flowers now.) A backstop will be erected and the throne constructed directly in front of the Bull's eye. Everyone cordially invited. It'll be a nice party if the King doesn't say "King's ex—".

Question: Why did Katherine Barry Schutte on the K. C. line quit chewing gum?

Harry Miller is the new stationery clerk from Mobridge. He's a ball player, too—saw him out with the K. P.'s yesterday playing the Milwaukee boys.

That was a pretty good game—Milwaukee's third basemen, I think, and their pitcher and catcher deserve honorable mention. But in the interest of all concerned—our score card particularly. I would like to suggest a little glue or syrup on some of those mitts out in the field—particularly the right field and some on center field Rask's wouldn't hurt, a bit and might do a world of good coaxing them to stay put when you get your hands on them. However, don't take this to heart—it was interesting every minute.

Say, Lillian L. from the R&SW Division, I'd like to answer the want ad for the girl possessing home-grown red hair. You called the notice to the attention of the Ill. Division, but for fear nobody shows us—I'm here. I'd much rather furnish recommendations than to state my own qualifications—it would be much more becoming. Now, if XYZ is still looking for her when this arrives—don't mention it. I might refer him to Mrs. Kendall.

## Madison Chapter

The Madison Chapter of the C. M. & St. P. Ry. Women's Club has been very active in social events during the last month. A friendly spirit has been the aim of the club in getting started, and a great deal has been accomplished toward this end.

On April 30th a 500 party was held in Woodman Hall, at Madison, which was attended by many members and friends. Prizes were awarded to Mr. John Malec, Mr. Herman Haugen, and Mrs. W. J. O'Brien, who was a visitor from the Milwaukee Chapter, and is wife of Chief Carpenter O'Brien. After the prizes were given out a luncheon was served consisting of very fine home made cakes donated by the ladies, and ice cream. The evening proved a success financially as well as socially.

Friday evening, May 22nd, a very novel idea was carried out by the Women's Club in having a private dance and card party in the west side passenger station. The local departments were well represented and club members and friends from Portage, Janesville and Beloit also attended. The girls in the Superintendent's office had charge of the decorating and railroad atmosphere was created by the use of colored trainmen's flags and lanterns in decorating. Music was furnished by Salerno's Orchestra. Mr. T. Salerno, who comes from a family of talented musicians, is an employee in the Madison Roundhouse, and furnished five of his best players for the evening. A great deal of credit goes to some of the men in helping to make this party a success. On the "Helping Committee" was Messrs. John Vanderhei, F. W. Liegois, A. B. Batty, F. A. Maxwell, Paul Kingston, and others. The Club owes a lot to these gentlemen for doing the "heavy" work, and their kind assistance was more than appreciated.





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

H. B. LaFerer, Agent Okauchee, Wisc., discovered brake hanger broken off and down on rail under tender on No. 17, March 28th, so that when air was released the brake shoe was within half an inch of going under the wheel. Reported same to conductor of train and repairs were made so that 17 was delayed but ten minutes.

Operator F. J. Weideman, Watertown Junction, noticed brake beam dragging under car on Extra East, May 3rd, while train was pulling out of Watertown Junction. He succeeded in getting train stopped at Watertown where repairs were made.

R. & S. W. Div. Conductor J. N. Kelly, train No. 319, April 20th, noticed a peculiar sound as train was passing near county line on C. B. & Q., and on return trip had train stopped and on investigation discovered a broken rail, which was promptly reported.

C. B. & Q. Operator Cyril Plehal at Crawford, Wisc., discovered a broken rail recently on our tracks west of Crawford and went immediately to notify our Dispatcher and Section Foreman at Crawford. Uncommon interest like that proves that Mr. Plehal has the real spirit of the railroad man.

Terre Haute Division Engineer George Shoemaker, Fireman Clair B. Faris and Brakeman John Wiley, on Belt engine 7714, April 24th, about 10:50 P. M. discovered St. Paul car 34263 on fire standing on double north of Belt Junction, and by prompt and diligent effort on the part of both, the fire was extinguished with very little damage.

On the morning of May 7th, Chief Caller G. Fisher, Bensenville Roundhouse, noticed brake rigging on Illinois Division train No. 8 when passing Bensenville station. He immediately got in touch with Soo Line Tower and had train stopped and defect repaired.

T. E. Melcher, agent, Knowles, Wisc., on March 30th, during fire at Western Lime & Cement Company's plant at Nasbro, took prompt action to get all cars away from the plant and to get an engine to remove the cars entirely.

Illinois Division Conductor H. H. Nicodemus discovered broken arch bar on a car of oil in No. 64's train; stopped train and removed the defect thus averting a serious derailment.

#### Outing for the Orphans at Bensenville

On April 20th an outing was arranged for the children of the Lutheran Orphan's Home at Bensenville. Mr. W. C. Bush provided two coaches and Alderman John S. Clarke donated tickets to all of the children to the Sells-Floto circus, and Alderman John Nusser arranged for the bus service from the depot in Chicago to the Coliseum. The event was enjoyed by all of the children and the management of the Orphan's Home are grateful to all who assisted, particularly Mr. Bush for arranging the railroad transportation.

#### The Road of All Roads for a 79-Year-Old Patron

The following little verse written by Mrs. E. H. Burkholz, of Minneapolis, a patron of the Pioneer Limited, was inspired by the very comfortable portion of her journey to Florida that was made on the Pioneer. Mrs. Burkholz

is in her eightieth year, but in spite of her advanced years she goes to Florida every winter and always travels on the Milwaukee between Minneapolis and Chicago, and of the "glorious and grand Milwaukee" she has this to say:

"I have traveled far by land and by sea,  
But have found no road like this, for me.  
This train does not start and stop with a slam  
That makes one feel like using that naughty word—dam,

But like sitting comfortably in a rocking chair  
And feeling perfectly free from all earthly care

This is the road of all roads, to my mind.

The conductor and porter are most courteous  
and kind.

Oh, this is the road of all roads for me

This, the wonderful, glorious and grand Milwaukee."

#### An Appreciation From a Hungry Patron

The following letter is self-explanatory, and the gentlemen to whom Mr. Rosenblum tenders his appreciation and thanks are Conductor Ziel and Brakeman Beagle of the Aberdeen, Wash., service.

HOTEL MORCK  
Aberdeen, Wash.

4/5/25

Mr. C. O. Bradshaw,  
General Manager, C. M. & St. P. R. R.,  
Seattle, Wash.

Dear Sir:—

Something came to my attention yesterday that I simply can't help but write to you, regarding the politeness of your crew.

I had to make the 12:45 P. M. train, and was busy until shortly before train time, and had no lunch, in fact, had barely time to check my baggage before boarding the train. I asked your brakeman where would be the nearest stop long enough for me to get a sandwich, and he answered in a very polite manner, "I am sorry, my friend, you are out of luck, as this train only stops long enough to let-off and take on passengers, and we are due to arrive in Aberdeen after 6 P. M." (I forgot to mention I boarded your train at Raymond).

I felt pretty gloomy. Pretty soon the very brakeman came by and told me that he told the conductor of my predicament and he assured me that he would wire ahead to Chehalis for somebody to bring a couple of sandwiches, and to my surprise, as soon as the train started from Chehalis, the conductor brought me two sandwiches.

Now all that I can say is that I traveled 20 years on the Pacific Coast, from Denver west, on different railroads, and was never treated with such courtesy as on your railroad, and I can assure you, if I can help the road, (I mean your railroad), in any possible way, by boosting it to my traveling men friends, I'll do all I can in my power, for as many years as I traveled on different railroads I was never treated with such courtesy as on yours.

I can sincerely congratulate you.

Very truly yours,

(Signed) S. ROSENBLUM.

5732 Fountain Ave.,  
Hollywood, Cal.

The following employees have been successful in soliciting passenger business:

Mr. E. T. Smith, Agent at Darien, Wis.—2 passengers, Beloit, Wis. to Omaha.

Mr. Ray Dawes, Engineer, 1 round-trip ticket, Beloit to San Diego.

Mr. J. Bodenberger, A. M. M., Bensenville, several passengers, Chicago to the Coast.

Mr. T. A. Biggs, Conductor—2 passengers, Sioux City to Arion.

Mr. C. A. Johnson, Conductor, Aberdeen Division—1 passenger, Faulkton, S. D. to Chicago.

Mr. Donald Adams, Clerk, Richland Centre, Wis.—2 passengers, Milwaukee to Spokane.

Mr. J. M. Walter, Freight Claim Dept.—2 tickets, Chicago to St. Paul.

Miss McCahey, Telephone Operator, St. Paul —3 round-trip tickets, St. Paul to Chicago.

#### Western Ave., Chicago Terminals

Silas Sweetcakes

John Norton was around to see us a few days ago, after being very sick for the past four weeks, and to tell the truth we were so "Dad-Burn" glad to see him around again that we failed to notice as to whether he looked bad or not, but then Jack always looks good to us.

Our Sheikh Johnnie Franz

Has a mustache, it's just begun to sprout

Looks like he swallowed a mule

And let the tail stick out.

But Johnnie says that nowadays a fellow has to afford the girls some amusement, something that will make them laugh, and we 'lows as how they IS got something to laugh at.

We hear that Herman Hanson has decided to stay in Bensenville. What's the attraction out there Herman? We are very sorry to lose him from amongst our midst, but we will have to congratulate Bensonville on getting a man like Herman.

We wonder why Mike Cavello always hangs around Western and Grand, but our Chief Clerk Joe Burke says that it is because Mike had an appointment to meet a certain party there, some time ago, and the party got mixed up in "her" dates, and so far has failed to show up. Better luck next next time, Mike.

Chief Clerk Joe Burke says that Woolworth's might be a cheap place to buy pencils, but they can get them cheaper at Western Avenue, and not only that, but can get them sharpened. Joe says he don't mind the pencils so much, but why wait until he has sharpened them.

Peyton is now doing the relief work, and Mills is on the 3 to 11 shift, vice Peyton.

We notice that Mills is always trying to get Seventy Four's consistently about eight o'clock, and that he is always overly anxious to get the "Railway." Wonder why. He says; if he ever has to get the consist any other way than through the "Railway" it's gwine to be "Goo' By" Consist. That's right Mills, 'tis said that perseverance wins out.

Perishable Fruit Inspector Eastman has his hours changed now from twelve noon, 'til midnight, rather long hours. But then Eastman is the boy that can take care of that part, as well as his building "doors" on the side.

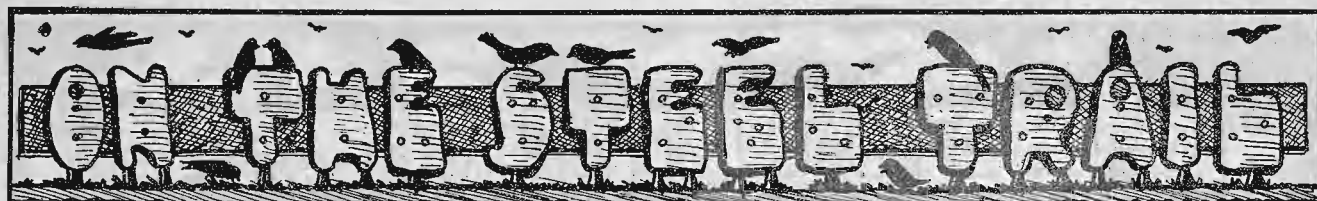
Bill Greipke, says that he sure hates to see the hot weather come in just like he hates to see the cold, for on a fat man there is so much more to get cold or hot.

Harkness says that the reason he stays in Bensenville, is because his aunt lives there. Well, we have heard them called Sheba's, Sugar Baby's, Honey Bunches and several other names, but that is the first time we ever heard one called that before, Huh?

Our "Engine Foreman" Murphy says that working an engine 'round here is not much different than one he used to work 'round Nebraska. That you are always working your arms, but the one he worked in Nebraska, he could not take his hands off the handle, if he did the engine stopped and the horse died.

Engine Foreman McCloskey says that he is going to try and get a law passed that would bar trucks from the streets, more so oil trucks, as he can't resist the temptation of hitting one.





## Dubuque Division

J. J. Rellihan

The many friends of Conductor G. W. Belknap are pleased to know that he was able to resume work last month after being laid up nearly all winter by serious illness, and part of the time confined to the May hospital at Rochester.

"Spike" Hanley has been in charge of the north end way freight for a few trips while Conductor Dunham has been taking care of his spring plowing and getting in the crops.

Conductor Ed. Lee had the misfortune to lose all of his household goods by fire the morning of April 28th. The fire was caused by an explosion in the Cooper building which adjoined the apartment in which he resided. Traveling Auditor G. F. Richmond, who was also living in the same building with Mr. Lee, also suffered some loss.

Station Agent Wyse, of Waukon Jct., has traded his big car and has again invested in a "Baby Lincoln," which is the logical car for this rough country along the river.

Mr. Howard M. Wilkinson, who has been working at Dubuque shops in the capacity of Night Yardmaster, has taken the position of Train Dispatcher at Dubuque on account of leave of absence being granted Dispatcher, Ed. Olson.

Miss Mable Cantlon, stenographer in the office of Mr. McEwen, D. F. & P. A., surprised her many friends by slipping over to Galena where she was united in marriage to Mr. Ed. Schaezle, a popular young druggist of Dubuque. The best of luck and happiness is the wish of Mabel's co-employees and many good friends.

Conductor R. H. Kearney is a delegate and is in attendance at the convention of the O. R. C. which is in session at Minneapolis this month, and which no doubt will take up the greater part of three weeks.

Glen Bock, who has been working on the Preston Branch as a brakeman, is now on the main line running baggage on No's. 3 and 4.

On Sunday, May 3rd, after an illness of only two weeks, Conductor W. A. Wells died at his home in Marquette. Mr. Wells started his railroad career as a brakeman in 1907, being promoted to conductor in 1913, and has been employed on the division continuously ever since. In June, 1913, he was united in marriage to Miss Mary Powers, two children being born of the union. The funeral services were held at the home in Marquette, the Rev. Richard Prescott of the M. E. church being in charge. Interment was made in the McGregor cemetery, the services at the grave being by B. of R. T. lodge No. 60, of which the deceased was a member. A sad thing in connection with the death of Mr. Wells was that the day before he died his only sister, Rene, had passed to her reward at Portland, Oregon, and the relatives of the family have the heartfelt sympathy of many friends in their double affliction.

Fred M. Intlekofer and wife of Waukon are rejoicing over the arrival of a baby girl at their home April 25th. On account of the fact that the rest of the family have been boys Fred is wearing a smile that don't seem to come off.

Conductor W. A. Cutting is taking a few days off and is a visitor at the conductor's convention while same is in session at Minneapolis. John Welsh spent Sunday, May 10th, in the same city with the brother O. R. C's.

John W. Kenney died at his residence, 655 Alpine St., Dubuque, Ia., May 9th, at 8 p. m., at the age of 59 years. Mr. Kenney was employed as freight house foreman at Dubuque for the past twenty-five years and was universally loved by all who were fortunate enough to come in contact with him. By perseverance and honesty he gained the confidence of his employers and his death is a loss that will be felt for some time. Mr. Kinney leaves to mourn his death his wife and three daughters Myrtle, Mrs. John Cheetham and Mrs. Dr. Morgan of Sioux City, and two grandchildren. Funeral took place from the residence May 12th to the Church of the Nativity. Mr. Kinney was a member of the Veteran Employees Association.

## S. M. West Notes

Ray H. Hofmann

Agent Nels Moe of Winfred, J. Theophilus, Clerk at Howard, and Agent H. S. Lewis of Roswell were called to Sioux Falls on April 6th to appear as federal witnesses in federal court, which was held at Sioux Falls during the first two weeks of April.

Elmer Ford, Passenger Brakeman from Wells, has been working on No. 111 and No. 116 on the M. S. B. line out of Madison since the first part of April. John Casey, who took this work temporarily, is back working on the freights out of Madison.

Mrs. Joe Rooney, wife of Conductor Joe Rooney, of Woonsocket, called on friends at Madison on March 20th. Mrs. Rooney advises that she likes living at Woonsocket very well. They made their home at Madison for about 15 years until Mr. Rooney accepted the short run between Woonsocket Springs, on No. 71 and 74, about two years ago.

John Lembke, of the Madison Round House force, is experiencing the joys of cooking his own meals, while his wife is visiting friends at Rapid City, and at Polson, Montana. Mrs. Lembke also attended the marriage of her sister, Hazel, at Rapid City.

Agent Harvey Gregerson and Ticket Agent, Faye L. Crabbs, of Madison, spent the greater part of the week ending April 11th, at Sioux Falls, as witnesses in Federal Court. Quite a number of seals on company cars were broken and the cars broken into at Madison recently. The company detectives succeeded in catching a number of guilty parties in the act, and they were hauled into Federal Court to explain the reason, why and wherefor.

Mr. Gregerson and Crabbs took in a show at the Orpheum one evening to help pass the time away. A cartoonist happened to be on the program for the evening and picked out "Harvey" as a model for a sketch, upon finishing the picture, which happened to be a very good likeness of Mr. Gregerson, he presented it to him as a souvenir. "Harvey" says that being a witness in Federal Court is "no joke a tall."

C. B. Hanover, formerly of the store department at Miles City, Mont., and recently appointed Division Storekeeper on the Southern Minnesota Division, looked things over at the Local Store Department, at Madison, S. D. recently. Mr. Hanover succeeds H. E. Rice, who has been transferred to Mason City, Ia. We extend the best wishes of the S. M. West to Mr. Hanover.

I am sure that every employee who read General Manager Gillick's article "Tell Him

Now" in the April Magazine, will appreciate all the good things he said and will try harder than ever to follow out all his suggestions and make the "Milwaukee" the best road on the map.

H. L. McCaughey, of Sioux City, was appointed Round House Foreman at Madison, S. D., effective April 1, 1925, vice John Felt, transferred to Austin, Minn. Mr. McCaughey is a likeable young man and we all wish him the best of success in his new work.

Peter Nerdahl, section laborer, and Jim Check, Yard Brakeman from Madison, spent Sunday, April 19th at Sioux Falls, returning on the evening passenger.

You all very likely missed the S. M. West items in the May Magazine, but the omission was unavoidable, and I will try and make up for it this month. News items are always welcomed from any employee on the S. M. West. Send them to me at Madison, S. D., and I will see that they are given attention.

Ye Scribe had the pleasure of making the acquaintance of Mr. Pat. Traynor of Easton, Minn. Mr. Traynor has been in the service of the "Milwaukee" for 53 years and has been section foremen at Easton, Minn., for many years, being succeeded recently by his son, Geo. Traynor, who is a "Chip off the Same Block." Mr. Traynor is at present relieving the section foreman at Hayward, Minn., temporarily.

Mr. Parker of the Ford Motor Company Agency at Madison, S. D., advises that 82 new Ford cars were shipped into Madison via the "Milwaukee" during the period January 1st, 1925, to May 1st, a period of four months. They have to step lively to beat Ford sales.

Garland Clark, of Alden, Minn., is at present relieving James E. Rewalt, Clerk at the Flandreau, So. Dak., station, who had the misfortune to break one of his legs about a month ago. We understand Mr. Rewalt is getting along very nicely and expects to be back to work soon.

Ira Seward, Cashier and Operator at Wessington Springs, has been appointed Station Agent at Junius, S. D., succeeding H. F. Packer, who has resigned this position and taken up other work.

## Fullerton Avenue Building

J. T. Griffin

Franklin Park lost another opportunity of acquiring an able official for one of its political jobs, as we understand that T. D. Fitzgerald, Auditor Overcharge Claims Office, threw another scare into the political bosses by running for "Trustee of the Village." Although Tom lost by a 3 to 1 ratio he should not be discouraged, as the showing he made for trustee was not quite as good as he did for mayor.

Keep up the fighting spirit, Tammie, my boy; Bryan ran for president three times and was not elected, so you have one more chance to tie his record.

We have been reliably informed that A. E. Peterson, Freight Auditor's Office, has given up the idea that \$4.40 card boards will win them, and that he has come to the conclusion that four tickets for considerable less than the cost of two referred to above are better, as it gives him a chance to make a good impression on three instead of one, with the possibility of winning out. Well, "Pete," as the \$4.40 didn't take, let us know the results of your latest experiment.

Here is one on Wesley Nehf, the quiet boy of

the Interline Bureau, Freight Auditor's Office. On leaving home one morning recently he took a cheese sandwich (Limberger by the way) with him for lunch, and after getting to the office and being kept so busy during the day he forgot his cheese sandwich until he arrived home that evening, and when he put his hand in his coat pocket the sandwich was gone and there sleeping peacefully in his pocket was a "mouse" instead of the sandwich. Wesley tells this one himself. The question is, "Who put the mouse in Wesley Nehf's pocket?"

Tom Gavin, Ticket Auditor's Office, wishing something to read during his vacation, entered a local public library reading room and after wandering around rather aimlessly was approached by one of the young lady attendants and asked if she could be of any service to him. Tom told her he had a few hours to spare and was looking for something to read. The lady asked him if he liked "Kipling." Tom said he did not know, as he had never Kiplied.

What's up at Albert Lea that is of so much interest to R. McGovern of Auditor of Expenditure's office?

Another wedding that many will be interested in is that of Miss Elizabeth Guzowski who became the bride of Leo S. Santoski, Ticket Auditor's Office, on May 18, 1925. Best wishes are extended to them both. Leo traveled a long way to get his girl, as she lived in the extreme southern part of South Chicago.

Since the eye glass epidemic the extreme west row of clerks in the Home and Foreign Line Bureau, Ticket Auditor's Office, has taken on the aspect of a collection of owls.

Emily Gannon and Rose Kauckle visited Amer Delaney, a former employe Ticket Auditor's Office, at her home in Cleveland on Decoration Day.

Why is it that Charlie Schulze, Freight Auditor's Office, is not receiving telegrams collect any more?

Heard on the stairs recently, Fullerton Ave. Building:

1st Girl.—You know that girls that sits near me with the sunk-in-chin?

2nd Girl.—Oh, yeah, dontcha hate that kind.

1st Girl.—Yeah, but can she gab, though.

On April 18th six of the female employes of the Machine Room, Freight Auditor's Office, called at the home of Geo. Walschon to have a visit with his wife when, while during the talks, George confided to those present that this was his birthday—and that started the young crowd going. Such a time! "My, oh, my!" fun from start to finish. After lunch each girl wanted George to tell them his age, but he refused, saying men never tell their age. "I have tried and tried and tried," said one girl, "to get his age and always failed to get that information. Now a girl's different; don't make any difference to them."

Miss George Naylor, telephone operator, is spending her vacation at Hot Springs. "Some class, Georgia." Don't we make it hot enough at Fullerton Ave.?

Bessie Welch, Auditor Expenditure's Office, we all admire your permanent wave, Bessie?

R. A. Lacey, Car Accountant's Office, has started a hope chest. At a recent bunco party he was the winner of a pair of pillow slips. Good start, Lacey, but you must learn to control that blush that comes to your face.

The employes of Central Typing Bureau, Ticket Auditor's Office, were much pleased to see Miss Finnell's return, feeling so well after her absence from the office and hope she will continue in good health for some time.

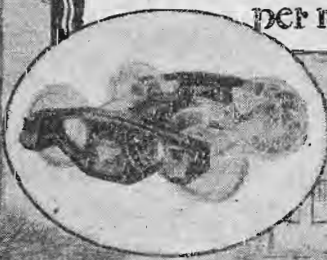
Mr. A. L. Patock, Asst. Bureau Head, Interline Bureau, Freight Auditor's Office, has been appointed Bureau Head of the Interline Bureau. "Gus," as he is popularly known, is everybody's friend, and the congratulations he received on his appointment was a token of the high esteem in which he is held by his many friends in the



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CHICAGO



Freight Auditor's Office.

He enters upon his new duties with the cordial good wishes and support of his associates and the congratulations of all.

The employees of Central Computing Bureau, Ticket Auditor's Office, were pleased to learn that Dorothy McFetridge has improved nicely and will return to Chicago soon.

Miss Helen Levrenz, Auditor Station Account's Office, is wearing a diamond ring and the lucky man is none other than E. J. Linden of the same office. When I asked Helen when it would be she only smiled and said soon. Elmer is non-committal.

There is one party in the Switching Bureau, Freight Auditor's Office, who has not as yet seen one of Chicago's fire engines pass the Fullerton Ave. building.

Miss Alice Moss, of the Auditor of Expenditure's Office, is wearing a sparkler on her third finger. Looks awfully suspicious to us.

From all observations Stella Fifield comes in this suspicious class also—as the topic of conversation is about buying furniture, etc., and a vacation trip to Washington (perhaps returning via Niagara Falls for all we know) leads us to believe there is really something to this.

We neglected to mention in our previous notes that Miss Louise Koretko is also engaged and wearing a beautiful diamond ring.

Speaking of vacations, this is the topic of conversation nowadays, as is fishing and golf. We think our most enthusiastic fishermen is Mr. R. L. Whitney. We do hope he gets to take this long looked for trip real soon.

Since daylight saving time has gone into effect again the golf players are busy planning foursomes. We all think it is a wonderful game, and the only disadvantage is that we don't have enough time to spend on the green.

Miss Eva Konalski, Freight Auditor's Office, is receiving the congratulations of her friends. Eva is to be a bride on June 17th. Good luck and best wishes.

Mina Drebes, Freight Auditor's Office, has joined the ranks of the auto owners, she having purchased a Dodge sedan. She hopes her friends will become artful dodgers when they see her coming along down the street, especially Bill Ganzer, as Mina thinks she now has got the best part of the argument. You're whipped, Bill, the only way you can win out on an argument now is to crank the car.

Sick room bouquets were sent to the following employees by the Employees Association:

Edward Howe, Auditor Expenditure's Office.  
Theo. Greenwald, Freight Auditor's Office.  
Dorothy Nelson, Freight Auditor's Office.  
Walter Stark, Freight Auditor's Office.  
Wm. Scanlan, Freight Auditor's Office.  
Chas. Jenethal, Freight Auditor's Office.  
Irene Stenson, Car Accountant's Office.  
Cecelia Huske, Ticket Auditor's Office.  
Clare Kennedy, Ticket Auditor's Office.  
Romaine Running, Ticket Auditor's Office.  
The officers and employees extend sympathy to—

O. A. Maddock, death of mother.  
E. L. Spink, death of wife.  
Parker Gronwald, death of brother.  
Abc Weitzenfeld, death of mother.

### Where the West Begins

By Maggie

Ye correspondent has just returned from Minneapolis and can't think of anything interesting to write about except spring fineries and shows and pink tea, so if the notes are brief and confused please blame it on to the holiday.

Mr. and Mrs. Norman Anderson spent the week end in Minneapolis recently. Ann had a good time, seeing everything and buying lots, but she gained a pound and is sorry she ever went away.

Wm. Moran, Jr., is working with the freight

house force while Jake Rhinhart relieves Herman Wahl, Yard Clerk, who is attending a Clerk's Convention in Chicago.

Elsie Perry has taken leave of absence for three months. Her place as steno in Superintendent's office will be filled by Ann Anderson. Asst. Time Keeper, who will be relieved by Harold Fuller.

Mildred Richardson, file clerk, was absent for several days but is back on the job looking a little pale but smiling as usual.

Mrs. John Price spent a few days in Minneapolis last month.

Safety, Dis. and Fuel Conservation meeting was held at Mobridge, April 20th. Mr. Esch and Mr. Philpot were here and gave interesting addresses.

Agent Frundle gave Mrs. Frundle a good start with the new Maxwell car, returning on No. 17 the 11th, to be a good widower for a time.

If we could put a sign on doors "Private" we might have at least enough chairs to run the business with as none of us are heavy weights, but as long as uninvited persons persist in calling on us business will be good with the repair department.

Henry Rinderneck, known on the division as "Poppy," took unto himself a wife recently. The bride is Marion H. Folsom, only daughter of Mr. and Mrs. N. J. Folsom of Sioux Falls. The wedding took place at the bride's parents home at 4 o'clock in the afternoon with only relatives and intimate friends in attendance. Color scheme of powder blue and white prevailed in the decorations artistically carried out in the bridal outfit and home. The bride is one of the most popular young women in Sioux Falls, active in church and lodge life. She is a capable business lady and of charming personality. Congratulations, Poppy, from the entire division.

Mrs. Emil Johnson and Miss Alice Olsen spent a few days in Minneapolis last month. If you want to know how tired Alice's feet were, ask her for the joke.

Arlene Fritzson, daughter of Yard Foreman at Mobridge, attended the Symphony Concert in Aberdeen last month and reported the music very excellent.

N. K. Merriek has been assigned third trick at Reeder, and that releases Van Dync to come back to Mobridge. I wonder why he likes Mobridge so much.

### I. & M. Division D. M. W.

Chief Carpenter A. A. Kurzejka spent the latter part of April with pile driver outfit at Ridgeway driving two new bridges for the State Highways to cross under our tracks east and west of Ridgeway.

Now that the roadmasters are through with their tie inspection, we notice that they are wearing new shoes.

Pump Repairer Robert H. Kral was called home May 2nd on account of serious illness of his mother. Upon his return he advises that his mother had a paralytic stroke and is getting along, though poorly.

I. & M. Fireman John Kartnick and family returned May 3rd from Derby, Conn. Mr. Kartnick was called east on account of serious illness of his sister on Easter Sunday. They arrived at Derby April 14th and his sister passed away April 18th and was buried the 21st. After the funeral they left for his mother's home in Wallington, N. J., accompanied by Mr. Kartnick's mother and five sisters, arriving Wallington the same day. On the following evening his mother suddenly passed away, evidently due to the shock of the death of her daughter.

The I. & M. Division extend to Mr. Kartnick and family their deepest sympathy.

Mat Darr announces the arrival of a baby

girl. Mat says the cigars are on sale at the cigar stores.

"Chuck" Roy Parker laid off a week in April to do a couple days' painting. Roy painted his house and he says he can't see why people pay four and five dollars a gallon for paint when you can get it for 20 cents a quart at the five and dime.

John Anderson figures on going to Chicago to shoot clay pigeons and bring home another medal. Here's wishing you good luck, John.

Russell Rissberg, clerk in Chief Dispatcher's Office, has taken a 2 months leave of absence on account of ill health. We are sorry to hear that Russell is not well and we hope that he will soon be back in the best of health.

Fred Germain is relieving Mr. Rissberg. Seems like old times to see Fred back in "VD" office again. That's where I got my start, Fred.

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

An epidemic of gripe has been going the rounds of this city for a month past and half of our forces have fallen victim to it in more or less aggravated form. Our genial agent, Mr. F. J. Alleman, led in this as in other matters and moped around in a manner altogether foreign to his usually energetic nature. Not to be outdone, Mr. Ralph Bement, our dynamic Assistant Agent, likewise succumbed to the disease, due, as he claims to the sad fact that he was unable to procure the Scotch ingredient for a good hot gin sling which formerly could be depended on for a cure.

In deference to certain circumstances we are not at liberty to say that Mr. C. S. Ebbesen, Chief Accountant of the Oriental Department, was also sick; we may perhaps go so far as to say that he was indisposed, or that he did not enjoy his usual rugged health.

Not to go into details at too great length we may state that other victims of the epidemic were Miss Sophie Hansen, of the Switch Desk; Miss Frieda Marty, Mr. Alleman's stenographer; Billy Woodward, Demurrage Clerk; Keith Williams, Chief Bill Clerk, all of the Local Office. Even that good natured giant of strength, Hilmar Guttermson (better known as Elmer Johnson, for short), Supervisor of Yard Clerks, was off for several days, not to mention Jack McCay of the Yard Office, who was unable to make the rounds for several days, and Chester MacLennon, Chief Yard Clerk on the first trick, who managed to stay at work but put in much of his time wishing he was home in bed. Ray Powels, the tall sycamore of the Wabash, who ornaments the Claim Desk, admits that he feels himself slipping, in fact thinks he has one foot in the grave and the other one dragging, but in consideration of the fact that the financial condition of most of us would make a collection for flowers something of a burden right now, he has kindly consented to keep on living at least until after next payday.

We hear that Bob Shipley, Chief Yard Clerk on the second trick, will shortly leave on his annual pilgrimage to the old home at Cross Plains, Wisconsin. We wish him a pleasant trip and a safe return.

Francis Kirkland has been appointed to the stenographer's position formerly held by Mr. Margaret Christensen at the Local Office.

Several new positions having been opened at the Local Office, Raymond Fink, better known as Mercury from his faithful work as messenger, is now on a job which requires much labor on the binding machine. Ray drives a Studebaker and being a gallant young man, albeit a little bashful, he bundled Miss Sophie Hansen and Miss Willa Lindsey, not to mention Emmett Maloney and Billy Woodward, all together into the flivver and brought them over to Dock Two the other day at noon to look



over the Paris Maru, turbine steamer of the Osaka Shosen Kaisha just in on her first voyage to these parts. It is a long time since the Docks had such charming visitors and we hope to secure for publication in this popular magazine a picture which Raymond Fink took of Emmett and the two ladies on the bridge of the steamer.

Kenneth Alleman, heretofore of the Yard Office, has gone on for sixty days as Statement Clerk at the Local Office. Kennie, in addition to being one whale of a clerk (except that nobody can read his figures), is winning great renown in baseball circles, playing on the hitherto undefeated Red Men nine of this city.

Heretofore pencils at the Local Office have usually been sharpened by means of a hand-axe or similar tool, the pencil sharpeners being always dull. When Miss Frieda Marty learned that the two million dollar allotment for betterments and additions did not cover a new pencil sharpener for the Local Office, she took the matter in hand herself and collected enough money to purchase one which was installed and dedicated with appropriate ceremonies on April 22nd. We learn from good authority that Billy Woodard, handsome but abbreviated, Demurrage Clerk, and Miss Willa Lindsey, the lovely but diminutive Expense Clerk, both refused to contribute to the collection on the specious pretext that their work is all done with pen and ink or typewriter so that they have no need for pencils. In revenge Miss Marty put the sharpener five feet from the ground where neither Billy nor Miss Willa can reach it without climbing on a chair.

Captain Kirby, the famous janitor at Dock Two, returned to work about the middle of April refreshed and rejuvenated after a two weeks' vacation trip to San Francisco and vicinity where he visited relatives. Everybody was pleased to hear his familiar "Back up, ye secondhanded plug!" around the Dock again.

Noah Waldron, Assistant Foreman on Import at Dock Two, is now learning to drive the Dodge sedan which he acquired by his recent marriage. He has already ventured out as far as Steilacoom and Parkland (suburbs of Tacoma) and the open prairie near Lake Spanaway affords fine opportunities for practice driving without endangering life and limb. So far he has not done much damage except bumping into another auto on Tacoma avenue. To show how even a former Tacoman may be affected by the "famous" Seattle spirit: Someone recently told Cal Cheney, formerly Chief Clerk at our Docks, now Assistant Agent at Seattle, that Noah Waldron was frequenting quiet and undisturbed spots for his practice driving. Cal Cheney is a prince of a fellow, but see how he has already been affected by his Seattle residence; says he: "Oh, I suppose he drives up and down Pacific Avenue"—that being one of Tacoma's main thoroughfares. Now what did we ever do to him to deserve such a slam?

Mrs. W. C. Langabeer, wife of Charlie Langabeer, one of our old reliable checkers at Dock Two, is very active in Tacoma and Washington P. T. A. circles, especially the Lincoln High School P. T. A. of Tacoma. She has just been signally honored by being appointed national delegate to the High School Division of the National Parent-Teachers' Association. Mrs. Langabeer is a lady of high culture and rare personal charm and we congratulate our dock forces upon the reflected glory thus accruing to them from Mrs. Langabeer's association with the docks.

Bob Shipley, the famous rotund (not "re-fund," as the typographer made it last month) Chief Clerk of the second Yark Trick, in company with Mr. G. H. Hayden, Chief Train Dispatcher of the Coast Division, went to Vancouver, B. C., May 7th, for a few days. We understand that the two gentlemen were

not accompanied by their wives, but our readers should not draw any hasty or uncharitable conclusions from this circumstance.

Harry Slingerland, Yard Clerk on the second trick, has been sick in bed at this writing for over a week, due to ptomaine poisoning. We extend our best wishes for his early recovery.

Mrs. Thiele left May 7th for a month's absence in the Central States, stopping over at Roundup, Montana, Minneapolis and Red Wing, Minnesota, Milwaukee and other points thereabouts.

#### From the Banks of the Wabash

Roberta Bair

We wish to extend our sympathy to E. L. Notley, Roundhouse Foreman, on the death of his very fine bird dog. The Master Mechanic's office presented him with a German "Police Dog," and they were very sorry their gift was not accepted. Ask Mr. Notley why he didn't accept the dog.

We would like for Martha Swanson to explain how she can go out on "Willys Knight" with "Jimmy."

Mrs. Martha Skirvin has returned from Florida where she was called account of the serious illness of her brother.

Mr. J. J. Crowley was at Terre Haute on April 24th. He didn't furnish any exciting news this trip but we are looking forward to his return trip.

Mr. Dippy, Asst. Master Car Builder, was a visitor on the Terre Haute Division May 12th, 13th and 14th.

Since the golf season has opened, you can find Catherine of the Master Mechanic's office, Ethel of the Car Department, Fred and Howard of the Store Department, on the golf course most any evening. From the looks of it I think they will be playing in the tournament. Ask Catherine.

Joe McMahan, shiek of the Store Department, is the proud owner of a new "Ford Roadster." Now Joey can stay at Mary's just as long as he wants to. A Ford will run most any hour of the night.

Mr. J. Bross, Special Representative of Mr. Silcox's office, was at Terre Haute May 13th.

Mr. Rollie Blackwell has returned from a week's vacation spent fishing in Ohio. We wonder if he really caught the fish or if it is just a "fish" story.

If you don't believe Mr. Notley, Roundhouse Foreman, is a landscape artist just take a good look at the lawn adjoining the Master Mechanic's office.

Mrs. Fred Dollarhide, wife of Roundhouse Foreman, West Clinton, has been removed to her home after a serious operation at St. Anthony's hospital. We are very glad to hear she is recuperating so nicely.

Mrs. R. M. Burns and daughter, Dorothy, wife and daughter of Field Engineer, have returned home after an extended stay in Sanford, Fla. Shortly after arriving in Florida, where they had gone on a visit, Miss Dorothy became very ill and an operation was found necessary. We are very glad Miss Dorothy has recuperated sufficiently to return home.

The Milwaukee Social Club met in regular session at Deming Park at 5:30 p. m., May 11th. By the time the crowd had gathered the big log fires were roaring in the out-door furnace and soon all were enjoying a feast of hot dogs and all the trimmings that go with them. It is useless to say that an enjoyable time was reported by all.

Mr. A. L. Bert, Assistant Division Engineer, has moved his family to Terre Haute from Chicago.

A special Milwaukee train was run between Terre Haute and Bedford May 12th, carrying about 100 Kiwanians to Bedford. The train, composed of a large type locomotive, a baggage car, two coaches and Superintendent Ryan's private observation car, had a "clear track" all

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In fact it's a Gentlemen's Garment to work in. Bill, here, wants 'em because he too, wants good looking clothes to work in.

Railroad men have worn garments made of Stifel's Indigo Cloth for over 75 years because they have that honest quality and good looks that always make good. To be sure you get Stifel's, look for the Boot-shaped trade mark on every garment. Stifel's has been the standard for over 75 years for work clothes.

Also insist on Pants made of Stifel's Pantex Cloth and Children's Rompers and Dresses made of Stifel's Playmate Suitings

Garments sold by good dealers everywhere.  
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the way. Superintendent Ryan and Div. Frt. & Pass. Agt. P. M. Fagan, were honor guests. The railroad arranged for parking space for automobiles on the company's right-of-way just south of Wabash Avenue, so that the Kiwanians could have their cars when they arrived back home about midnight.

Miss Catherine Pfeiffer spent Decoration Day in Cleveland, Ohio.

#### WEST CLINTON NOTES

It has been rumored that George Bain, conductor, caught a catfish that measured fourteen inches between the eyes. Conductor Ed. Turaska has placed on exhibition in the yard office the hook and chain which George used to land this monster.

A Houston road-sign painter suggests the following for railroad crossings:

"Try Our Engines, They Satisfy."

"Take a Chance. You Can Get Hit by a Train Only Once."

"Come Ahead—You're Unimportant."

Why don't Dick and Eleanor go riding after night. This seems queer, but maybe Eleanor's papa has something to say about that.

Walter Guthrie brings a nice big rosy red apple to work nowadays—so "Red" Cooper says.

Frank Long, yard clerk, is back on extra. Although we dislike some of your ideas, we are glad to see you back, Frank.

Peck Wallace, Asst. Foreman at the round house, has a brand new Nash sedan. Some class.

Well known sayings heard around West Clinton:

M. H. McCandless, Agent, "How's the 7 A. M. 'On Hand' report?"

J. H. McDonall, Train Master, "Well, how heavy is the 'Red Ball'?"

Guy Kelley, Yard Master, "Let's go north with one."

R. W. Males, Asst. Yard Master, "Pretty warm today."

Joe Wright, Operator, "Here's a hot one right off the wire."

R. F. Ridinger, Yard Clerk, "I'm going to check No. 5 on this side, and No. 6 on the other."

Engineer Monty Kuhns is building a fine new residence in the south part of St. Bernice.

Engineer Ed. Acton is also planning a new house in West Clinton.

The enginemen and firemen are drawing their "back-pay." That means the boys smile. The clerks would turn down anything like that now, wouldn't they? What do you say, gang?

Asst. Yard Master George F. Lundwall started on his vacation May 1st. Mr. Lundwall deserves a rest after a strenuous winter and we hope he has two weeks of genuine pleasure.

R. W. ("Heavy") Males is assisting Yard Master Kelley while G. F. Lundwall is off duty.

Raymond Williams, operator, worked for Operator Pat O'Page the first of the month.

We must not overlook our car department.

"Big Boy" McPheters has been absent for some time on account a flat wheel obtained while working on the Rip track.

Jay Thomas has been making preparations for a trip to Europe for the past 30 days, since he received word that one of his boys has been appointed captain on one of those "Big Boats." Jay says no more rip track for him, that he will put the rest of his days in sailing the "Bounding Main." He is seasick from the thoughts of it already.

"Speed" Randolph has been off duty for several weeks on account of illness.

I asked "Irish" Carmody how he got such a crooked nose, and he told me he was skating on the ice and a steamboat hit him. (That's the way to answer them, "Irish.")

Jake Nichols is still swatting flies, but he is

going to turn the job over to Glen Johnson.

We wonder what Machinist Gilispy's laundry bill was?

"Happy" Kyle, Asst. Car Foreman, has a fine new Dodge sedan.

Guy Kelley ordered a shovel so we take it for granted he is going to help get rid of the "clean outs." He says they're not near as bad as "old airs."

Mark Hewitt has been appointed water boy for the Latta Switchmen.

"Fuzzy" Dorfmeier has to work every day now on account of "Fuzzy" Richard, junior. "Fuzzy" says he will make a good car knocker.

G. A. Lentz, Car Foreman, is now sporting a new Overland sedan. Slim is going to give him instructions in driving.

Geo. "Red" Cooper is taking a 6 months' vacation. We hear he is organizing an expedition to go to the wilds of South America and find the mysterious "Wandell" bird. We wish you good luck, "Red." If you follow "Slim's" instructions you will make it o. k.

#### Dubuque Shop Jingles

"Ossie"

We regret to announce that James J. Teeling, who was in the employ of the C. M. & St. P. railroad at Dubuque Shops for the past twenty years, was fatally injured on April 22nd and passed away at his home the following morning. Mr. Teeling was very well known and respected and his passing is a great loss to his family and many friends. He is survived by two sons, James, Jr., and Raymond, both former employes of the Milwaukee Company.

Howdee-do, J. C. MacDonald, Howdee do! We are very glad indeed to welcome you; we hope you'll like our town (which is of great renown), tho' our houses seem quite few—how do you do?

Bro. Shoulty 'pears to think, that we now are on the brink. Of a little bit of summer for a change. Don't know why he does that think, but before we bet some chink—we want to see it at a closer range.

Master Mechanic Hempstead from down near Miser-ay was a welcome caller up our way today.

Mr. Smola from Savanny Town comes up to show us the styles; that Dukey coat he just introduced sure brings him in the smiles.

We sure did like that candy and cake that S. A. Chandler bestowed upon we girls when he tied the knot. We're still sick from eating the load??? (Future bridegrooms take notice, please).

Will have a real nice wedding to write about next time. Herby and Nella will then be one. (Oh, ain't love just sublime?)

And our S. O. R., Mr. Hixon, we hear is threatening, too. Now isn't that enough, by gum, to make some of us feel blue?

Radi has our garden all slicked up in style. We have lilies of the (v)alley and tulips by the mile.

On the 3rd of June "Sara" is going to have a party; we hope it turns out nicely and leaves her hale and hearty.

Want a car? Don't look far! Borrow Geo. Glassner's, at your disposal—it are!

Ed Wagner sez some funny things; there's only one thing lacking—the point to find of his little jokes just keeps your brains a-racking.

NOTICE: If some of the people who says I'm punk at jotting down the local junk, would kindly contribute a line or two—I think would help things along, don't you? (Signed).

#### S. M. West Notes

Ray H. Hoffmann

Agents, J. E. Felker, of Ramona, A. M. Frost, of Wirock, C. J. Cawley, of Pipestone, J. Snyder, of Flandreau, V. West, of Egan, and Geo. Turner of Fulda, were among those

who took the physical examination for agents over 45 years of age at Madison, S. D., on March 25th.

The Chandler, Minn., Fire Dept., put out a fire in our stock yards at Chandler during the early part of April, their quick work saving the stock yards from being damaged to any extent, and also saving the large amount of livestock that happened to be in the yards at the time of the fire. Chandler has one of the best fire departments, for the size of the town, in the State of Minnesota.

Joe Gudmundson, Section Foreman at Chandler, Minn., accompanied his son Herman to Rochester on April 18th, where Herman consulted the Mayo Doctors, and took treatments for an injury received in a fall from a horse about a year ago.

Edw. Lucas, of Howard, is at present acting as relief Agent at Edgerton, Minn. B. D. Cornell, formerly Station Agent at Edgerton, has resigned, and taken up other work.

Dewey Hanson, who is working in Theo. Post's B. & B. crew, spent Sunday, April 19th, at his home in Chandler, returning to Flandreau Sunday night.

The Conductor on Fast Freight to Austin on April 18th reports loading a 1080 pound hog at Jackson and a 1085 hog at Fairmont, Minn., on that date. Figuring \$10.00 cwt. these two porkers brought their owners a total of some \$210.00, which is a nice bunch of money for two hogs.

Agent F. W. Linnemeyer and family of Chandler, drove to Sioux Falls, Sunday, April 19th, in their Ford coupe.

The big bridge just east of Flandreau, S. D., Q-950, was filled during the later part of April and month of May. The work was done by the H. G. Schoonmaker Contracting Company of Milwaukee, Wis., the railroad furnishing a work train of 25 air dumps to handle the dirt. Mr. Schoonmaker loading the dirt into the air dumps with a caterpillar shovel, operated with a large oil burning engine. The bridge was replaced with a large concrete culvert. The estimated yardage required to fill the bridge was 24,000 cubic yards.

We wonder what results Mr. Meinike, Engineer out of Madison, got out of his quick telegram to Chicago, about April 23rd or 24th. How about it?

A good soaking rain is falling in this part of South Dakota at the present writing and it will make a lot of the farmers feel much better and sleep better at night, as they will know that their crops will be getting the necessary moisture required at this time of the year. Prospects are very good for a bumper crop of small grain and corn in South Dakota this year.

At this time of the year when the public is beginning to figure out where the best place to spend their vacation is, and which road to take to get there, it would be a good idea for every employee to keep his eye open for passenger business. There are always some people in your town that are going on a vacation trip or business trip somewhere, and if you know of any that are planning a trip soon, show them a "Milwaukee Time Table" for the month of April, 1925, which lists Low Round Trip Fares to the West and Northwest. This information is shown on the back page and is well worth looking over before deciding on what road to travel on.

#### Chicago Terminals Happenings

Guy E. Sampson

All employees have felt sorry for switchman Albert Tompkins who is still in the hospital on account of the broken hip he received in a fall from a box last September, but when Mrs. Tompkins received word this month that her father had died in Florida and her mother was quite ill we all felt that the Tompkins family

were getting more than their share of life's sorrow. Our sympathy is extended to this co-worker and his family.

Train Director Jas. Kirby and wife spent the most of the month of April at Hot Springs, Ark. Jim is now back on the job and looks 100% improved.

Mrs. Beyers, wife of assistant foreman at Bensenville round house recently underwent a serious operation but is improving nicely at this time.

Foreman John Wolf and family are now enjoying a trip to the Pacific Coast. We all expect some big game stories when John gets back.

Train Director Frank Reed recently took a week off and visited friends in Omaha.

Norman Hull and wife were called to Janesville this month by the illness of Mrs. Hull's mother, who is reported improving.

Employees in the Terminals were pleased to learn that Asst. District Master Mechanic Joe Bodenburger had been promoted to the position of General Traveling Engineer. Long years of steady labor earned Mr. Bodenburger this promotion. Mr. Harry Abraham, round house foreman at Western Avenue, also received the appointment of Asst. District Master Mechanic to succeed Mr. Bodenburger. All employees congratulate both men in their new positions.

Fireman Elmer Bodebock and Miss Lempke are the latest couple that we know of who have decided that two can live as cheap as one and have launched their bark on the sea of matrimony. As both are numbered among the most popular younger set of Bensenville the number of cigars were smoked on the occasion brought Wm. Koebben's cigar sales for the month of May up to a record breaker for this cigar store. All join in wishing the newlyweds a long and happy life.

Paul B.'s insect powder and Earle's turpentine did not cut the buck, so Mr. Hale is trying the nurseryman's idea of keeping the worms down by striping all the buildings on the outside with whitewash.

Labor foreman Chas. Mack is building a new home, while Joe Jellie and Herman Beyer have their new homes about ready to move into at Bensenville.

#### Union Street Station Chicago Terminals

On April 23rd the Union street married men met the single men in their annual baseball game. The "Old Fogies" were so overcome with laughter at the antics of the "Innocents" that the game was over before they could recover and the single men won 4 to 0.

The next day the teams played a return game in which the married men swamped the single men 1 to 0.

Joe Goose says the only reason his bride was carrying the suit case when they got on the train was that he did not want the other passengers to think they were newly married. Joe ought to be pretty successful at this marriage game if he can get away with an alibi like that the first day.

We heard some thing simply awful about Sargent Wolff's and Barney's actions in Janesville, but our modesty prevents us from mentioning it.

Stanley claims the best alibi of the long list for not winning the Janesville tournament. He missed the train.

"She who hesitates is lost," says Anna Moisand. A fellow asked her to go out riding in Janesville last Sunday, but she was so excited that he got away before she could stammer her acceptance.

Never mind "Nine Points," you might have gotten your shoes muddy.

They say the rest of the crowd danced while Barney inhaled his soup.

Our dainty demurrage clerk, Mathilda, sent

in her pass request six weeks before the Janesville tournament and then forget to take it. Love is not only blind, but absent-minded too.

Bruno and Charlie can testify that Superior may be a small town, but it's all there when it comes to a good time, good looking girls, etc., etc., and etc.

The spring weather made Lorretta Hansen so carefree and playful that one of the gallant out-freight clerks presented her with a beautiful collapsible rattle. She was so tickled that she could not do a thing but play the rest of the day.

Mr. Arthur C. Leuder, Chicago postmaster, is contemplating putting another mail carrier on the Union street route to take care of the flood of perfumed letters that come daily from Janesville and Superior.

We have discovered an actor in our midst. Ray Hoffman played the part of the villain in a play sponsored by the Glenview Civic Club. They say Ray was born for the part.

Between acts the Glenview quartet, consisting of the three Hoffman brothers and another farmer, sang "No Matter How Hungry a Horse Is, He Can't Eat a Bit."

"Worst joke I ever heard."

Light.—What do you sell?

House.—Salt.

Light.—I'm a salt seller, too.

House.—Shake.

"This month's fairy tale"—

Once upon a time a railroad man phoned his wife to say he was working late. His wife went to see if he was. He was and they lived happily the rest of the week.

Former Chief Clerk of Union St., now agent at Kansas City, Mr. W. H. Fesler, dropped in the other day. We were glad to see him and hope he comes again soon.

Mr. Binford Colquhoun has returned to us after a month of illness. The Notice Desk looks familiar again.

In January, 1924, our uncollected freight and miscellaneous charges amounted to \$153,910.97, which was equivalent to 16.27% of the charges collectible. In April, 1925, our uncollected had dropped to \$36,165.04, which was equal to 4.29% of freight and miscellaneous charges collectible, which indicates we had only one-fourth as much uncollected in April, 1925 as we had in January, 1924.

The efficiency of our station was checked in March by Messrs. Steiner and Garvey, and while they found a few instances of where we had deviated from the regular custom, and also a few failures to properly follow-up correspondence, there was nothing found that would have cost the company any money in the way of claims or other loss, and that is the thing that we watch most closely at all times. The Inspectors were good enough to help us iron out some of our most difficult problems and they also made a number of suggestions which we have put into practice and which I know is going to reduce our work and assist them in their next check. We want to thank the gentlemen above mentioned for their assistance while they were with us and compliment them on the efficient way in which they performed their work.

In the month of April we reconsigned in excess to 7,000 cars and we have not heard of one error that was any expense to the Receivers.

Our Demurrage Department was recently checked by the Demurrage Bureau, and for a station the size of Chicago we feel their report indicates that our Demurrage Clerks are functioning properly.

We have space to mention only a few of the departments in the office, but it goes without saying that everyone in the organization is doing his utmost and the Chief Clerk says that he thinks he has the best bunch under his supervision now than he ever has had before.

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## Notes From Galewood Station

J. J. C.

Bill Wiegref is not doing any farming this year. A local real estate man erected a flock of two flats on Bill's four acres which he has spaded for the past five years, but Bill still has the old scarecrow in his possession which has kept rabbits, birds and chickens from feeding on his sweet corn and onions.

Bill Roach, of the Car Record Dept., is the proud papa of a baby daughter. Thanks for the cigars, Roach.

Madge Baldwin and Florence Hale spent Sunday, May 10th visiting friends at Milwaukee and also its nearby towns, West Allis, Wauwatosa and Chestnut St.

Otto Schultz, of the Freight House Foreman's office, chaperoned 49 orphans to the circus at the Coliseum, but Otto put a good one over on the elephants as they all had their eyes on him when he bought 50 bags of peanuts. No, they were not for the elephants; each orphan got a bag and one bag for Otto. It was reported a good time was had by all.

We won't be surprised to hear "Doc" Wilbur sing his favorite selection "Christoffer Columbus" from WTAS some evening.

Fred Grund, formerly of Galewood, who at present is working at Bensenville, underwent a minor operation at the Speedway hospital, due to wounds received in action during the late war. We all hope Fred's operation will prove a success.

Galewood was well represented at the Brophy Post American Legion's boxing and refreshment party. We'll say a good time was had by all.

Capt. Kelly has been on the sick list for the past few weeks with the "flu." The good news reaches us that Capt. Kelly has fully recovered and will be back shortly.

Mrs. Kiley, whose voice was heard on the radio from Station WLS, singing with the Irving Park Woman's Glee Club, is none other than the wife of Rate Clerk E. V. Kiley.

Floyd Hall, of the Car Record Dept., spent a few days visiting relatives down in Peoria, Ill. Floyd motored down in his new Chev., but due to the very bad storm he lost the road, and being lost in a storm without anything on the hip, such as a compass and with directions all looking alike to him, he was delayed one day locating the Lone Star Trail, which headed him back to Chicago safe and sound.

Charles (Mike) Hohlman has been sick for the past few weeks and all wish Mike a speedy recovery.

Quite a number of the chicks at Galewood Office seem to fall for that old time saying, "In the Spring a young man's fancy, etc." Joe Rooney has taken the high dive, the lucky bride being Miss Ruth Bentley, who left Galewood a month ago.

Elmer Wills has been trying to get a line on the prices of flats and furniture, so we believe he is about to make some sweet mamma a happy June bride. We wish you the best of luck, Elmer, and a few of us extend our sympathy.

Jack Sherry is back to work again after being laid up at home for a week nursing a sick knee.

Rate Clerk Jack Connolly, wife and the little Connollys, spent Easter Sunday with relatives at Beloit, Wis.

Have you noticed one of the clerks in the Cashier's Office has discarded his galoshes and earmuffs and is now promenading in a "Powder Blue" top coat and gray hat? We must admit that he resembles the Prince of Wales somewhat.

## All Optimists

At Deer Lodge

Here's to praise old J. P. P.

Busier than the busy bee

Up and down the line goes he

On the good old C. M. & St. P.

I like the way of Mr. Hopkins  
Who looks for the bright and best;  
He scatters sunshine as he goes  
And leaves his fellows blest.

So here's a song to Mr. Spaulding  
Who laughs and works and sings  
And daily shows this weary world  
The way to better things.

Here's to P. F. Walsh  
Roadmaster big and strong  
He praises his foreman when they're right  
God help them if they're wrong.

I am proud of our chief clerk Jim  
His radiant voice and speech  
Helps to smooth the rugged path  
Of all within his reach.

I sing a song to Gladys  
Our steno brave and strong  
Who smiles when everything is right  
And frowns when things go wrong.

All in all they are all right  
Keeping up the good old fight  
Planning things with all their might  
For the good of the old MILWAUKEE.

## News From the Connecting Link

Betty

Mr. R. G. Heck, Mr. Brockway and Mac, (sorry, Mac, but that's the only name we know so we will have to forego the Mr.), were at Joliet for two or three days during the latter part of April.

Sister of Mr. E. J. Bloom, who was operated on a week ago, passed away at St. Joseph's Hospital, Friday, May 3, 1925. The employees of the C. M. & G. extend their sympathy to the family.

Mr. Christ Lipche, section laborer on section 9, Joliet, is back on the job. Just as soon as Spring comes along Christ is ready for work.

The Roxanna Petroleum Corporation, located on our right-of-way, are planning on enlarging their plant at Joliet and putting on more trucks as they expect to handle a much larger business this summer than heretofore.

Mr. W. D. Mohr was very grateful that the weather was cold and he could wear his overcoat. It seems as though there was some talk about tear, trousers and so on the day that Mr. Mohr was expressing his preference for a cool Spring.

We have just one little word of advice to offer Mr. Bloom in regard to removing parts from an automobile and this little bit of wisdom which we wish to impart to Mr. Bloom is **BE SURE YOU HAVE THE OWNER'S PERMISSION BEFORE REMOVING THE ACCESSORY YOU MOST DESIRE.**

Mr. H. L. Grover, our only bachelor brakeman, is now a married man. Mr. Grover has also purchased a new Ford sedan. Congratulations, Mr. Grover.

The agent's clerk, William Kramer, or Willie, visited Chicago about a week ago and purchased a new suit. Willie likes the city and he likes the suit, but he claims that it makes him a trifle nervous to have these ladies casting such admiring glances at him when he walks down the avenue in said new suit.

## Drippings From the Ice Bunkers

By Spud Bar

Our Office force sure takes the prize,

It's one great combination—

I'd like to tell you a few things

About each one's vocation.

Now Wheeler is a good old scout,

He sits all day and figures out

The cost of ice that we supply

The Eskimos in old Shanghai.

Miss Rosenthal's another one  
Who has her daily round of fun  
Trying to find files here and there  
Which have been hidden away with care.

Miss Callahan's a busy bee—  
A very busy girl is she,  
She chews her nails the live long day  
Yes, merrily chews the hours away.

Now Dick King has his cares galore,  
To figure statements o'er and o'er  
He gets them done each now and then  
And then starts in all over again.

Miss Hoffman and Miss Sherry, too,  
Have all they possibly can do  
To make eight hours roll away  
By playing with the keys all day.

But take Bob Weber, our claim clerk,  
He surely does a lot of work!  
Why, he can open windows more  
Than anyone I saw before.

Now Hattie Wilhelm is a card,  
To beat her surely would be hard,  
She dreams of the 1916 form  
From late at night till early morn.

Holcomb does his work real nice,  
He counts the cars that we receive,  
He wants to ascertain, you know,  
If we are getting all our dough.

Gaertner, on the other hand,  
Has all the cards at his command,  
You need not ask him for a card  
And he will laugh at you real hard.

Then to Miss Huber we must go,  
With our tearful tale of woe,  
She knows the cards from A to Z,  
And often says—"Say, don't tell me."

Bill Hagedorn has lots to do,  
To sort his cards, and kid Mae, too,  
Between the two, it seems to me,  
He's busier than a one-legged bee.

Mr. Buchanan, our Chief Clerk,  
Must glance up from his heaps of work,  
And with his patient skill divine,  
He guides that office bunch just fine!

Now my name I don't dare to tell,  
Cause you might know me very well  
And I know what my fate would be  
If you would catch me—Ah, poor me!

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

Nora B. Decco

Well for goodness sake. I'll say your mind is on your work when you can do like Fairhurst, and Vaninwegan and Lieb and Joe Wright and Butler and Asher and—well there are five train crews and six engines crews all in my mind at this minute and they can all wake right up out of a sound sleep when they are called east, and every one of them ask right now, is the silk train called yet, and are we going to get run around? Their minds are certainly on their business.

Well since I mentioned his name I had just as well tell you that Conductor Vaninwegan is again Grandpa—a nice son born to his daughter, Mrs. Siminison, at Elk River, Idaho, April 20th last. He was so proud he went right over to take a look at it and where he went from there I don't know but hear it is to the O.R.C. Convention at Minneapolis for a few weeks.

Tom Wheeler, section foreman west out of Three Forks, is the very proud father of a baby daughter born at the Three Forks Hospital

April 24th. We offer our congratulations to Mr. and Mrs. Wheeler.

That man Kay—if he don't beat the world—will some of us keep in our right mind part of the time, to look after him or he wouldn't have anything left the way he throws his things along the railroad right of way, and the worst of it is he never knows where he left his coat or hat or overshoes or rubbers or spare tire or check book, but you have to start in and call all over the county to locate what ever it is he has lost this time. Any way we won't tell his wife about the last time as he 'specially asked us not to until he can think of a good one.

Charlie Steel and his father have returned from Kansas after a few months' visit and all Mr. Steel can say is, "Whew! but it's hot down there and goodness but it is cold here," and it is too.

Brakeman Joe Gordon and family have moved back to Three Forks after about a year in Deer Lodge. Joe is on the east end local out of here and we are all glad to welcome them back again.

Engineer Bert Everett and wife have gone to Chicago for a time where Mr. Everett is now in a hospital there undergoing treatments. He is doing as well as can be expected, in fact very hope is held for his speedy recovery, and we all certainly hope to see this happen soon. Mr. and Mrs. Everett are old timers here in Three Forks where Mr. Everett has been an engineer on the east end since the road arrived here and they have many friends who wish only good wishes for them.

Engineer James Crockett and family, who have been living in Great Falls, while Mr. Crockett held a passenger run on the Northern Montana division, have returned to Three Forks and we all welcome them back again.

Dick Griffith and wife have moved to Othello, Wash., where Mr. Griffith has a position with the signal department.

Mrs. Langman has been on the sick list for the past week, but is better at this writing.

Brakeman Workman, whose wife left for the east to visit friends several weeks ago, has gone after her, or at least he has gone the same route she did when she left here; probably got tired of batching.

Mrs. Wright, wife of Conductor Joe Wright, has gone to California for the betterment of her health, which has been very bad the last few years. We hope for her speedy recovery.

Engineer Echard and wife from Lombard have gone to Iowa for a few weeks' vacation. He is relieved on the Lombard helper by Engineer Robinson.

Agent Gannon from Lombard, is relieving Agent Elliott at Ringline for a time and is in turn being relieved by Operator Haskell from Donald.

The first trick was pulled off from Ringline recently and Operator Monthey, who has been working this shift is back again on second.

Fireman Fink from the Lombard helper, is on a lay off, his mother is quite ill in Iowa and he expects to be away some time. Fireman Dickerson, who has been at Lombard for some time, was relieved by Fireman Oregon, who did the job in.

Mrs. Williams, wife of Engineer Williams, is on the sick list also, but at present is improving so fast we think she is just looking for sympathy and flowers and kind hearted visitors. Well perhaps not.

The young son of Fireman Fauver lost a finger recently while working in the manual training department in school, learning to build bird houses or how to chop kindling or something like that, and he got too near the sharp end of the saw. He is fine now however and seems to be able to catch a ball just the same as ever.

We regret to announce the serious illness in the case of Mrs. Tom Roach, wife of Conductor

Roach. The lady was operated on and has been very ill for several weeks, but understand she is somewhat improved and we all hope for her speedy recovery.

Conductor Harry Buyers has gone to Iowa for a month's visit with friends and relatives. When he gets back he is going to build a fence around his lawn and then will be ready to report for work.

Mrs. Earl Davies, wife of Earl Davies of the Gallatin Valley Bridge and Building crew, is quite ill in the local hospital after an operation of quite a serious nature. We trust her improvement will be very quick and hope to see her out again soon. Still as long as she has to be ill I don't see where there could be a nicer place to be than right up there where she is, with all those nice, good looking little nurses to wait on her and that lovely green lawn to look at when sitting up. Dennin Mike is some gardener—our lawn doesn't look like that.

Well we have been waiting for a long, long time to announce the following, and here it is: Engineer John Mahone, a most popular passenger engineer on the Rocky Mountain division, and Miss Katherine O'Connell, a popular teacher in the schools at Deer Lodge, stepped over to Spokane and were married the evening of May 8th. We all certainly offer our very best wishes for a long and happy life.

I had the pleasure during her trip with our Editor over the division May 11th and 12th, of meeting that gracious lady, Mrs. Byram, wife of President Byram, and surely enjoyed every minute of my all too short visit with both these ladies, between trains, up the hill toward Donald and down the hill toward Butte, and the ride was not nearly long enough for me. There was a very obliging porter on there too and I looked in my hand bag for a nickel for him but all I could find was twenty dollar bills so I just handed him one. No one will ever call me a quitter.

Mr. C. R. Murphy, the car foreman at Three Forks, runs around in the rain without a hat on—he can't get it on. A son and heir was born the morning of May 8th and the stock has gone up in that company a hundred per cent. His name is Douglas Clarke and there never was or ever will be another anything like him. Congratulations from the whole division on such an event.

At Harlowton April 29th occurred the wedding of Etta George and Winston Holiday of Martinsdale. Mrs. Holiday is the popular second trick operator there and we offer our very best wishes to this happy couple.

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

This edition of the magazine will undoubtedly contain many comments on spring and spring fever. At that, the time-worn proverb about a young man's fancy isn't so far off. We, of the Superintendent's office, have noticed a brightness about the office which was not noticeable prior to Monday morning, April 20th. At that time, our comptometer operator, Miss Jlee might, we all concluded when we noticed the Sowder came to work—all smiles, and well she might, we all concluded when we noticed the lovely diamond on just the right finger. We have no further details in regard to the affair. In the meantime Miss Jerry Long of the Roadmaster's office, is heard singing:

"Here's to the birds that fly above

And never lose a feather.

If I don't get the man I love,

I'll work at the junction forever."

which leads us to wonder whether the special deliveries and long distance calls mean anything, or perhaps the attention of a certain member of the Police Department, not in a business way either.

A meeting was held at Nahant on April 22nd

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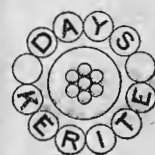
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THAT YOU KNOW A THING  
SO LONG AS YOU KNOW  
WHERE TO FIND IT

▼ ▼ ▼

YOU WILL FIND EVERY  
THING FOR THE OFFICE

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to discuss and to make arrangements to expedite the movement of our time freight trains. Yardmasters J. P. Stewart, Coburg and C. W. Jordan of Ottumwa attended this meeting, together with Trainmaster Valentine of this division. Mr. Connors of the R. & S. W., Mr. Urbutt of the Illinois, and Terminal Trainmaster J. J. Flanigan of Davenport.

We had an interesting note from Agent L. W. Knight at Sigourney, in which he states that in Keokuk county our railroad paid \$26,333.43 in taxes while the next highest tax payer exclusive of railroads, paid only \$4,077.06.

Adam Tubaugh has been appointed Roadmaster on the Cedar Rapids to Rutledge subdivision, vice Wm. Metcalf, transferred, effective Monday, April 20th.

Saturday evening at 8:30 o'clock, April 18th, occurred the marriage of Miss Estella Akers and R. N. Sisk, at the home of Rev. R. H. Tharp, pastor of the First Baptist Church at Ottumwa. Mrs. Sisk is a graduate nurse of the Ottumwa hospital and served overseas during the World war. Mr. Sisk is one of our well known conductors. Through this column we wish to extend to Mr. and Mrs. Sisk our congratulations and sincerest wishes for a happy life.

The re-examination of employees on the Kansas City Division has been going on rapidly during the past month. Trainmaster Valentine has held several classes at Ottumwa Junction, Laredo and Coburg, also a trip was made over the middle and west division to re-examine agents and operators that were not able to attend the various classes.

Engineer John LaBelle was called to St. Louis on April 28th on account of the death of his sister.

John Gavin, machinist in the Mechanical Department, demonstrated his baseball skill in the spring try-outs for the Ottumwa League Baseball Team and they tell us he shows unusual ability. Gavin has been out his own time and expense to try out for the team and the Milwaukee fans feel in view of the support afforded the team both financially and in attendance, that Gavin should be given some consideration. Arlis Cox, brakeman from Laredo, Missouri, is also an aspirant for baseball honors and is a first baseman of no mean ability.

Section Foreman R. F. Scott of Lucerne, is being transferred to West Yards section Ottumwa.

Rodman J. R. Meagher starts on his annual vacation May 1st, spending his summer with the Jordan Ditcher. His place will be filled by James W. Franklin of Chicago.

We were not aware of the fact that while we have been accusing Pete Haseltine of being so quiet, he has been out soliciting business for our line. He was successful in getting two passengers to Chicago the night of April 19th who were contemplating using the Burlington line.

Mrs. Anna Parish, mother of Engineer Joe Parish, has been ill for some time. We all hope she is greatly improved and will be able to be about soon.

Sympathy is expressed to Machinist Helper Pete Adams in the recent death of his wife, which occurred in April.

Wow! What a success our dance was on May 5th, far beyond the wildest expectations of the committee in charge. Mrs. Ralph Replogle was chairman of this committee. To the enchanting music of the "Mississippi Six" of Grinnell Iowa, the throng of Milwaukee people and their friends practically filled the Armory. Mr. Hoehn was right there to see that everyone had a partner. Not least among the worshippers of the goddess Terpsichore were Traveling Engineer Bates (ex-dancing master) and Trainmaster Valentine, who, let me tell you, shakes a mean foot. These two however have nothing on Master Mechanic Hempstead and Chief Dispatcher Klahn when it comes to "flea-hopping," and Chief Clerk Sowder specializing in the "eighty-car drag." Prominent among the out-of-town guests were Traveling Freight Agent C. W. Rink of Des Moines, and Traveling Inspector G. E. Fall of Davenport. C. H. Baker, always awake on the job, sold fifty-two tickets, the record sale for any one person.

While working in the roundhouse on March 3rd, Machinist Frank Ebberts received a painful injury to his finger, which has resulted in the amputation of same. He is now in the hospital doing as well as could be expected.

St. Patrick's church at Ottumwa was the setting for one of the prettiest of spring weddings on May 8th when Miss Leona Schwartz was married to Mr. John R. Mottet. Mr. Mottet is an engineer on this line and certainly has the best wishes of all his Milwaukee friends. After an extended trip to California, the couple will make their home in Ottumwa.

## La Crosse Division C. W. Velsor

History was made by Jim Taylor, our popular engineer when he pulled a silk train from North La Crosse to Portage in 1 hour and 37 minutes. Sam Cadman said, "Who couldn't do that, Taylor only had 8 cars."

Chief Clerk A. T. Klingler has been confined to his home in Milwaukee for the past few weeks on account of sickness.

Perishable Freight Inspector S. M. Yates left Portage on Tuesday, April 21st, and returned on Friday with a brand new wife. After spending a short honeymoon visiting friends at Beaver Dam he resumed his duties at Portage.

We are sorry to lose Leonard Rolleston, Maintenance Clerk, who is leaving to take up other duties in Chicago.

Wee Wee Stegman, our diminutive man-of-war, having been unhorsed at Bangor and therefore removed from close proximity of the home



fires, has affiliated himself with John Kelly reconstructing the railroad, Wee Wee acting as timekeeper and water boy. It is generally suspected that Wee Wee has more reasons than one for wishing to be close to Bangor again.

The lilies of the field toil not, neither do they spin, yet in all their glory they cannot match the pristine newness of Oscar's desk. Still in all of Oscar's complacency there is a saddening note: a fly in the ointment. Gus, the villain of the act, when varnishing the aforesaid furniture, varnished not wisely but too well, and when Oscar staggered to work the other morn caroling joyous tunes as is his wont, the world was gay, but when the time came for him to delve deep in his private drawer in the shining desk, it was found that Gus varnished the lock rather well inside and out. Very patiently still humming joyous tunes Oscar gently worked to get said drawer open and after a time the Heavens grew blue and sulphurous, there was sounds of great tumult and the floor was besprinkled with various tools from monkey wrenches to sledge hammers and still Gus' work stood firm. Even Oscar's old pipe was not strong enough to break out. It took all the king's horses and all the king's men to get things going and even at this late hour Oscar refers to it—not in joyous tunes.

Roy Young, popular fuel clerk in the Superintendent's office, after many years of faithful day service, has switched over and now works on split rest—part days and part nights—thus giving practically 24 hour service on the fuel report. On account of the change in hours Mr. Young has found it necessary to do away with regular meal periods which necessitates frequent visits to the lunch counter in the depot for refreshment and rest.

#### "M. C. B. Gossip"

"Lee"

The saddest bit of news I have to report is the death of Mr. F. J. Maxwell, the former General Safety Appliance Inspector. The report of his illness saddened the office, but his death stunned us. He is missed a great deal by all those who knew him, for he was never too busy to be smiling and cheerful, and ready to help those who needed it.

Arly Beutow joined the fraternity of the Flaming Youth Ties and almost blinded the Billing Office when he appeared with his flaming scarlet tie.

We've done heard of de itching Palm But we all's suffering with the itching A'm Fo' we don want no smallpox no how To leave ol' disfiguration on ouah brow. We all suah b'lieve in vaccination Tho's de misery it makes has no fascination, But as we all see folk's rub, and heah them groan

We knows we aint sufferin all alone.

The following conversation took place when Eli, our dark-haired and blue-eyed office boy, came to work on Monday morning:

Eli: Say Gip, did you see the show at the Wisconsin this week?

Gip: No, what are they showing?

Eli: "The Dressmaker from Paris."

Gip: How is it?

Eli: It's wonderful, but it's not all about dressmaking.

We certainly missed Editha Hammann, Alfred Koch, and Alvin Barndt while they were off account sickness and are glad to have them back with us.

Belle Beznor decided that anyone who could run a typewriter could run a home, and so she changed her name to Mrs. Lester Franklin. The girls of the office presented her with a silver sugar bowl and creamer and a sugar shell, to which Frank Skola added a little weight in the form of a Boss Nut. Best wishes, Belle.

This is a sample of conversation heard everywhere since the epidemic of smallpox settled on

Milwaukee:

"Oh that vaccination of mine itches, oh does yours too? Don't scratch it. Who's scratching, I'm only rubbing it a little. Gee, doesn't it get your goat the way everybody jumps into you, it's no wonder some people's arms swell up. Why I know a fellow who was sick in bed from his vaccination. Wonder if it really does any good—I'd hate to get smallpox."

And so the merry tale goes on as the Health Department vaccinates 150 people an hour.

If you want to know a very safe place in which to conceal candy just ask Erwin Weber about his place. He openly boasted about it—it happens to the lower drawer of his desk and can be locked—but when he left the office for the file room, we took out the drawer above and took out the candy. He didn't deserve to get the candy again, but the look on his face when he unlocked that empty drawer, was worth more than being offered a piece of candy. There are pigs and hogs and we don't say a person who will eat such a quantity of candy in front of everyone else without offering them any, is a pig or hog, but we have our thoughts.

Harry Belond has taken up golfing—he is as far as wearing a golfing sweater now. But then he can hardly be blamed for that when it is so very becoming. Walter Marshall is also interested in golf but he feels one needs a few lessons in laying sod, before going into the game seriously. Lee Murray had one lesson in golf, but has no comments to make. Wonder why? I might add that Dick Campbell is the instructor, and Mr. Marshall says he is proficient in every detail, even the language to be used when the ball goes ten feet from the tee, or when it leaves the fairway.

The slip for vacations came around today. Now watch the fun—even itching vaccinations will fade into thin air when compared to vacations.

Hildegard Brennan spent the week end in Chicago attending the wedding of her sister.

#### R. & S. W. Division

Lillian L.

Understand there is a girl down near Albany that has a terrible case on one of Conductor Hayes' Brakemen. She waits up until two or three o'clock in the morning and waves frantically as he passes by. She always has the place well lighted so that he will be sure to see her.

Understand George Hannaford is trying to improve appearances at the Beloit Roundhouse by planting grass seed. He protects every blade that comes up with flags by day and red lights by night, using both day and night signals during dark and foggy weather. All trainmen going to the Roundhouse to use the phone must observe all flagging rules and report any violations to G. R. H. at Beloit.

The barber shop at the Beloit Roundhouse is about completed and would like to see our local brothers patronize same. Mr. Hannaford has gone to a great deal of trouble in fitting up the place and we want him to make a success in this new venture. As soon as arrangements can be made with the local Traction Company, will be able to furnish FREE transportation to those desiring to avail themselves of an opportunity to get a good shave or hair cut. Understand they will employ a manicure at an early date as an extra drawing card.

Engineer Ray Dawes was called to Redfield, Iowa, on account of the serious illness of his brother.

Captain J. H. Chambers attended the Sixth Annual Reunion of the T. C., A. E. F. Ass'n. at the Fort Pitt Hotel, Pittsburgh, Pa., May 9th. He admits having had a very fine time and adds that it was unanimous.

Janesville is surely getting more metropolitan every minute. Understand a couple of Be-

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loit ladies, who did not realize Janesville was so "up-to-date," appeared on a ballroom floor up there with their hats on and were immediately requested to remove them.

Mr. Frank Losey has taken Delavan station temporarily during the absence of the regular agent, and is being missed very much around Freeport. Delavan gained a genuine good fellow when Frank went there. Leonard Heinen and O. F. Butler are working at Freeport during Losey's absence.

The Western Newell Mfg. Co. is the latest plant to locate on the Milwaukee tracks at Freeport. A siding has been put in for them just west of Shawnee Street. One more side track for "Dad" Wright to perform on.

### Des Moines Division Items

*Frenchy*

Mr. G. A. Williams, wife and son Bernard, spent Sunday, May 10th, visiting friends and relatives in Ft. Dodge.

Mrs. J. A. Pope and little daughter have been visiting her parents at Marcus, Iowa, for some time. Mrs. Pope's father has been in very poor health recently.

Mr. H. B. Christianson of Mr. E. L. Sinclair's engineering force, has been appointed Assistant Engineer at Sioux City effective May 1st, relieving Mr. T. B. Knuth, who has been transferred to Chicago.

Mr. E. Collings was a recent visitor in Des Moines.

Miss Jean Dallas telephoned to some one in Los Angeles recently. She says to her mother but we have our doubts as to that. We have a sneaking idea that it was to some one else and was sent "Collect."

Mr. Geo. McCutcheon was married on May 9th to Miss Helen Young, daughter of Section Foreman Nels Young of Clive.

The regular monthly meeting of the Des Moines Chapter of the Milwaukee Women's Club was held April 24th in the club rooms of the Young Women's Christian Association. The usual business meeting was held after which the following program was presented which was enjoyed by all present. Piano solos by Miss Elsie Harris, reading by Miss Jean McGovern, reading by Mrs. Sam Cohen. After the program the members remained for a social hour. About twenty-five were present at the meeting.

M. L. Fitzpatrick, of Storm Lake, was in Des Moines recently for an examination. While here he bought quite a share of Harris Emery's store. Claims he intends to return and get the rest of it.

Agent G. S. Ferguson, of Nemaha, who was in Des Moines for examination, managed to avoid the police long enough to get back home.

Agent H. Pearl of Lohrville, was also down for an examination. Claims he did not buy the court house or the old postoffice, however, we have our doubts about it.

Mrs. L. L. McGovern had the misfortune to sprain her ankle recently and will not be able to take part in terpsichorean affairs for some time to come. She has our sympathy.

Mrs. W. L. Finnicum has been ill, having had her tonsils removed. We understand she is recovering nicely, however.

Conductor P. A. Gifford is taking a short leave of absence. Presume he is up seeing that the lake season opens properly.

When Conductor Tidball resumed work after his extended leave due to being used as a bumping post by a truck, he bumped Andy O'Laughlin, who in turn bumped Jack Flynn. Mrs. Tidball took sick last week causing Conductor Tidball to lay off. Aforesaid Andy O'Laughlin was so homesick for the "ding ding" he lost three days in order to get one day running the "ding ding." Didn't see Andy's badge number showing his authority on the "ding ding."

### Old Line "Line 'O Type

*Hazel E. Whitty*

Special—Brakeman Alexander's dog won first place at the dog show at Hartford. Jed Taylor, please note.

Mr. Armstrong recently made a business trip to Janesville to bring home his trusty helper—the Mitchell.

Lester Boettcher of the Engineering Dept., was painfully injured recently when his motor car came in contact with a dog who jumped out in front of him while he was hitting it up at the rate of 60.5 miles per hour. Mr. Boettcher managed to get into Horicon with the car where he was obliged to go to a doctor. He was laid up for several days.

A Little bit of Heaven descended upon us for a short time when Conductor Brady was holding down the Beaver Dam switch. However, since Conductor Watson's injury, he has returned to his old run on the West end way freight.

J. J. Clune, flagman at Oshkosh, has returned from Florida where with Mrs. Clune, he spent the winter.

A. Glasnapp has been laid up with inflammatory rheumatism for some time.

We have noticed that the section foreman at Richfield, Iron Ridge, and Woodland have made quite an improvement by painting their bird houses and telegraph poles.

Engineer Ab Race is back at work after rustivating for the winter.

Station Agent Pischke at Pardecville is driving a new 25 Model Buick coach.

Station Agent N. P. Meigs, at Fox Lake, who with Mrs. Meigs, spent the winter in California, is back and in charge of his station.

Section Foreman Whittingham and R. Rausch are both back on their sections after spending the winter by their furnaces.

Conductor J. Watson, who was injured recently, is getting along as well as can be expected but still has a long hospital term to fill out.

Operator H. L. Radke, at Beaver Dam Junction, is busy making preparations for a long summer vacation which he and his family will spend touring Canada and the Western States by rail.

George Grappler, who recently returned to Portage after nine years absence, is braking on the way freight.

William Keys, baggageman on the Northern Division, got tired of the rails and purchased a motor boat for himself. He launched it out on Lake Winnebago, so he wouldn't get the jar of the low joints and high centers. He then invited the boys to shoulder their fishing poles and buckets of minnows—he generally picks on Conductor Fred Francis and Brakeman Don Powell. They lifted the anchor and Keys started to crank. Brakeman Powell offered to help out, but Keys would not let him for fear he would injure the paint. After awhile the boys found themselves drifted out about half a mile. Brakeman Powell pulled the cord to let the steam out and after the steam had cleared away, they rolled up their trousers and waded back to the shore. Conductor Francis shakes his head in disgust whenever he is asked about motor boats and Powell says his last stop is at Milwaukee.

Condr. D. J. Manning "Dinny" has sold his home in Berlin and moved to Milwaukee account of runs 9 and 46 being discontinued. "Dinny" has made Berlin his home for the past 14 years and it is with a great deal of regret that the Berlin employees bid him goodbye. Not only the employees but the citizens of Berlin will miss the Mannings very much, but all wish them luck in their new location.

Engr. C. E. Mudway, Berlin run, was very painfully burned around the face and hands recently by the back firing of his residence furnace. "Mud" will be off duty a few days.

The station force at Berlin were adopted by a stray Maltese cat recently and everything was fine until Mr. Cat pulled off a fit and insisted on running circles around Operator Stewart. Things were humming for a few minutes until Mr. Cat was enticed into the waiting room to finish his impromptu stunt. Clerk Heilman says "that was sure some speed" not mentioning whether he meant the cat or Operator Stewart.

Condr. Ed. Smith on the Berlin run is back on the job after having been laid up with the mumps.

The fishing season opened up the first of the month but somebody failed to notify the fish of that fact, consequently many anglers returned minus the fish. Too cold.

### Rail Rumbblings from St. Paul

*By Allen*

The first Ford automobile was turned out of the new plant here Monday, May 4th.

Fred Overby continues to collect the medals. This time he won the light weight championship in wrestling at the Y. M. C. A. the other evening.

If you want to see a bit of Switzerland in America, then by all means take a little spin out to Mendota, Minn., about five miles from St. Paul. Mendota by the way also boasts of being the first settlement in Minnesota. It was settled by half breeds, Indian and French. Marine, on the St. Croix, having the distinction of being the first white settlement in Minnesota.

The Sibley house, the oldest house in Minnesota, still stands at Mendota and is now in charge of the Daughters of the American Revolution. It is open to visitors. A small admission charge is asked for its upkeep.

Jack Dempsey (not the pugilist) spent a few days at Milwaukee, Wis., and reports his former home just as he left it about a year ago.

The bowling team, piloted by Arthur Peterson, is back from Janesville, Wis. No, we shall not print the scores.

Work has commenced on the new yards and round house at Pigs Eye located a little east of the site of the present lower yards, St. Paul. When this is completed this fall, the C. M. & St. P. will have a dandy lay out here.

Charlie Beattie is getting a big hand on the baseball diamond these days. He has been getting away big as a pitcher in the Gopher league. He was sent in as a pinch hitter the other Sunday and won the game. Dat a boy Chas.

### Northern Montana Division

*Anna B. Taylor*

Well, according to the calendar, Spring is here, and has been here for about six weeks, but believe us, the calendar is sometimes very erratic. The weather has been trying to make a liar out of it, and about the only indication that this capricious season is here, is the fact that Spring housecleaning has already been done. The Superintendent's office got the best cleaning, and when the dust finally settled, they found they had lost about three clerks. However the balance of their decimated ranks wish it known that they are still at the old job.

Conductor Sackett has returned from Long Beach and is back on his run on Trains 116 and 117 again, between Great Falls and Harlowton.

Agent A. M. Maxeiner attended the Rotary convention at Helena, and says the Rotarians are still Rotarying.

H. A. Bertram, Checker at the Lewistown Freight office, spent two weeks' visiting with friends and relatives in Omaha and other eastern points. He reports a very pleasant trip.

Jack T. Fisher, former Roadmaster's Clerk at Lewistown, with his family have returned to their old home in Texas. Jack was one of the unfortunates who didn't have whiskers enough to stay on the payroll after the reductions were made.

W. H. CROFT  
First Vice-President

M. S. PAINE  
Secretary-Treasurer

# MAGNUS COMPANY

(INCORPORATED)

## Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

N. B. Lupton is attending the B. of R. C. convention in Kansas City and will visit his mother in Burlington, Iowa, before returning home.

R. F. Kirkey of the Express Company also left for Kansas City to attend the convention, and will likewise visit his home at Garden City, Mo., before returning. We understand that his brother employees tendered him a very nice party before he left. Sorry we weren't in on it.

G. P. Warner, one of our popular engineers, has just returned from the East where he attended the funeral of his father at Scranton, Pa. The elder Mr. Warner was a resident of Lincoln, Neb.

R. S. High has returned home after a two months' visit in Colorado Springs.

We have just heard that the young son of Engineer Chambers passed away this morning, following an operation for appendicitis. Our sympathy goes out to the bereaved family.

The Superintendent's office force are taking up a collection to buy a new alarm clock for Max Obst, Chief Clerk. The other morning he came to work at six o'clock and thought he was right on the dot of eight. He had to eat three breakfasts that morning, and is heart-broken to think he was beaten out of two hours sleep. And while we are on the subject, we might mention that Mrs. Serruys, of the freight office, had the same misfortune, being one hour early, however.

### Deer Lodge Notes

Walter B. Strawn

Sam Curry is getting worried. He has been going with the same girl for three weeks now. Guess he's slippin'.

Joe Newell writes that he is getting along fine in Milwaukee. Joe would get by most anywhere.

Paul Fitzpatrick is the new electrical stock-\$210.00, which is a nice bunch of money for keeper, which proves that Paul is good for something besides being ornamental.

Carl Wagner, having kicked in with the usual fee, is now entitled to have his name in the magazine.

Laura Benson got to work on time one Monday morning this month.

When the Dumb Bell Committee presented Geo. Inman with a medal for cutting square threads he almost wrecked 'em.

Max Mullins recently decided he'd be a farmer and started in to cultivate Main street. His water rights were contested and he had to dig up and dig down and finally dig out, so he decided the game wasn't worth the little old candle. Dry farming for Max after this.

Those who attended the meeting of "Material" at Deer Lodge on April 15th were: C. G. Juneau, F. D. Campbell, Clyde Medley, E. J. Rippberger, A. C. Weber, H. C. Grutsnacker,

E. J. Ricketts, Paul Bogard, E. K. Kummrow, Ed. Haugan, E. H. Shook, A. A. Strand and T. L. Sand.

Commencing May 1st Mr. Axel Strand will cover the territory from Three Forks to and including Othello. That's a lot of territory, but Mr. Strand covers well.

Bill Smith, that handsome lad in the Car Office, has accepted the position as clerk at Othello starting May 16th.

Walter Holt has resigned from the store department and has accepted some sort of a white collar job at the Court House which carries with it less work and more money. Are some people lucky or are they more deserving than others?

Two months ago we announced a beauty contest for the office girls. Each full sized, un-smoked cigar was to count 1000 votes. Helen Ray won the contest with a total of 250 votes. Thanks Eddie.

Russell Nash is fussy about equipment. For a piano he prefers a Baby Grand. In typewriters—well, he prefers an Oliver. It has such a gentle touch and is so quiet. With his radio, he has his head set and will never permit a loud speaker in the house. His favorite song is "I want a lily." He's slippin' too.

### Scooped Up in the Cinder Pit at Bedford, Ind.

By Red

Well we've been absent for a long time but at last we are back again, ready to let the rest of you know Bedford is still on the map, so here goes.

General Foreman and Mrs. W. A. French were most agreeably surprised Monday evening, April 27th, when a number of their friends invaded their home, with well filled baskets, in honor of their 12th wedding anniversary. Those present were, Mr. and Mrs. Harry Hughes, Mr. and Mrs. F. C. Kubeck, Mr. and Mrs. George Smith, Mr. and Mrs. W. E. Cropp and Misses Lola Haverly and Margie Brown. A delightful evening was spent in music and conversation.

Mr. and Mrs. George Smith were very pleasantly reminded of their 37th wedding anniversary when their home was invaded Friday evening, May 1st, by a number of friends and relatives. Those present were, Messrs. and Mesdames W. A. French, Harry Hughes, F. C. Kubeck, W. E. Cropp, Earl Wible and daughter Mary Alice, Mr. and Mrs. Walter Smith and Misses Lola Haverly and Margie Brown.

The C. M. & St. P. Employees' Social Club is now thoroughly organized. The officers are David Long, president; Clyde Mason, vice-president; James Sellars, secretary, and Margie Brown, treasurer. There are 21 names on the charter roll and we hope soon to have every employee enrolled, as some good times are assured.

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## THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN



The C. M. & St. P. is represented on the Twilight Baseball League of the Stone City by Mgr. Ewing and his bunch of ball tossers. And say they sure are not hard to look at in those new white suits.

There's a machinist inspector's helper and the 1st ... Ford touring car stolen the other night ... located in Bloomington the next day. Tough luck, Everett.

In the first game of the Twilight League season we suffered defeat at the hands of the Shea Donnelly aggregation. Casey pitched a splendid game for us but the boys were not exactly up to form that night. Final score was 4 to 1, favor of Shea Donnelly.

Wonder how Op Henderson would feel if he ever got to the shop before 7 o'clock some morning.

Jack Rodler ought to have "some fishing" story to tell now.

Old Shylock said "A Daniel! A Daniel come to judgment," but Shorty says that's nothing, one has also come to him. Fred, 11 pounds.

The little son of Mr. and Mrs. Calvin Tunge underwent a minor operation at the office of the Bedford Clinic, May 5th and is reported doing well.

Quick! Watson the needle! We's just about solved the mystery of the accident to the cab of engine 2956 recently. Curley Allen was firing the '56 the day of the accident but they say a certain gassy fireman had been on her for two or three days previous and that the gas had accumulated on the fireman's side and when Curley struck a match to light a cigarette it exploded. Sounds reasonable, doesn't it.

We sure copped the second game of the season, evening of May 5th, by shutting out Falt-Carvers to the tune of 14 to 0. McFarland was on the mound for us and he certainly did a good job of it, pitching a no-hit, no-run game and striking out ten men.

Captain "Dutch" Gosewehr was hit by a pitched ball both the first and second time he came to bat in the second game. "Dutch" was also knocked out in the first game when the pitcher hit him in the ear, trying to catch him off first base.

Say, you ought to see Mgr. Ewing pull some of those grand stand catches way out in the right garden. That old boy's there and don't forget it. And incidently Floyd slightly resembles the Babe both as to size and the way he handles the stick.

In conclusion, we might say, if you like to read this chatter, why not drop a few news noted out in the cinder pit once and occasionally for us to scoop up? We'd appreciate it. This time the only help we got came from the clerks for which we extend our thanks and also say "Thanks" for your valuable time spent reading this.

#### E X T R A !

May 11.—Mgr. Ewing and his ball tossers smothered the undefeated Ingalls team at the Speedway park diamond this afternoon by a score of 9 to 2. Bartlett, Ingalls' much touted pitcher, was batted freely throughout the game. The boys look better every day and are sure going to make some one sit up and take notice before the close of the season.

Catcher Torrey is there, all wool and a yard wide. Heard an Ingallite say to another, "I sure envy Ewing his catcher."

We're certainly glad to see so many of the boys coming out for these games. Support goes a long way and don't forget it. Every foreman at this afternoon's game except Smith. Come on fellows and don't think it's against the law to "whoop 'er up" a little.

S. M. East  
R. G. E.

L. Grau, Operator at Austin, has now moved his family off of the farm. Last week he disposed of his property west of Austin and is

now domiciled in a residence on North Kenwood Avenue.

Understand Targ was in a terrible hurry to see a fire one day not long ago and it cost him in the neighborhood of Twelve Bucks. Be careful where you park the Chev in the future.

Leona Heidtke, daughter of Section Foreman Bernard Heidtke, was taken to a St. Paul Hospital on April 22nd. Reports are to the effect that she is getting along fine.

On May 1st, Chief Carpenter Auge and Foreman Ed Post were on a bridge inspection tour of the St. Clair Branch. Near Pemberton their motor car was hit by an automobile. Both gentlemen received several bruises, Mr. Auge being confined to his home for several days. We are glad to report no serious injuries and that both men are on the job at the present writing.

Engineer John Ryel has returned from California, where he spent the winter with his family. He is all ready to take charge of his old run on S. M. Passenger.

On April 23rd, Bill Smith was hurrying back to work after his luncheon hour was nearly over, and his car collided with another near Central School. Bill's little six year old daughter was riding to school with him and was quite badly cut up but no serious injuries resulted. We noticed that the old car was absent from its favorite parking place for a few days.

Leonard Jackson has organized a C. M. & St. P. Kittenball Team. Thus far the team has not had very good success, having lost both games they played, but watch them go when they get started.

The S. M. Division records a derailment during the month of March. At Spring Valley several cars were derailed, with damage to the cars and track. The trains were delayed somewhat but we are glad to report no injuries to persons.

Have you seen Herb driving about in his new car? It sure is some bus. I know, because I had a ride in it.

Sympathy is extended to Ray Hoffman, who suffered the loss of his mother during the month of March.

On April 22nd, Mr. Geo. Beckel, father of William Beckel, passed on to the great beyond after an illness of only a few hours. Sympathy is extended to the bereaved family.

On April 22nd a thief entered the depot at Grand Meadow and got away with a very small sum of money. The Agent says it is a poor sport that will leave no clue.

During the month of March a paint crew was put on to paint up the S. M. Division. They started their work at Ramsey and have done a very good job. The gang is now located at Albert Lea. Understand the Austin depot is to have a new coat this year too. Hurray.

Say, Whitney, Herman is still raving about the beauty in the "Last Man on Earth."

#### Iowa Division Ruby Eckman

Henry Leintz, known to all the round house employees and other Milwaukee folks at Perry as "Dad" Leintz, died at the family home, April 25th, following a short illness. "Dad" has been on the roundhouse force for many years. Two sons, Harold and Hollis, are brakemen at Perry.

Reports of the preliminary steps towards the organization of the Council Bluffs chapter of the Milwaukee woman's club indicate that the chapter will start out with a good membership. Mrs. M. Gallagher, wife of the Terminal Trainmaster, called the ladies together at her home to take the initial steps in the matter.

H. F. Gibson, who has been acting as Trainmaster on the East Iowa Division, was made assistant superintendent with headquarters at Perry on May first, taking the place of L. A. Turner, who was transferred to the Marion position.

Conductor L. G. Honomichal and family

## Spokane and Eastern Trust Company

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Using the Best Locomotive  
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Stem Packing on Earth  
and Know It

have been spending a few weeks with relatives in Kansas.

Miss Phillis Carhill, daughter of engine dispatcher, Harry Carhill, was married the fore part of May to Lee Weise of Perry. They will make their home in Perry.

Ralph Owens and Delbert Baldwin made a trip in April to Florida and from there went to Cuba where they had a most enjoyable visit with Jack Ahern, who has been making his home at Havana with his daughter. Jack, who is now 83 years of age, is in good health.

Yardmaster C. F. Wightman and wife accompanied their daughter Irma to Chicago the latter part of April when the young lady took part in a music contest. Miss Irma, who is a student at Drake University in Des Moines, won first place in several contests which entitled her to participate in the contest in Chicago.

S. C. Tucker, an extra switchman on the Perry yard force, has purchased a half interest in a bottling works in Perry and promises to put out some pop that is pop.

Mrs. Frank Banyard died suddenly at the family home in Perry May 13th. She had not been in good health for sometime but seemingly was feeling as well as usual when Frank was called for an early morning train and insisted that he make the trip. Shortly after his train had left Perry she was stricken and died before her physician or family could be summoned.

Mrs. B. F. Robinson, mother of Baggageman Charles Hayward, died at the family home in Perry the latter part of April. Charles was with his mother for several weeks before her death.

Mrs. L. A. Turner, president of the Perry chapter of the Milwaukee Woman's club, was the guest of honor at a social given May 5th. Mrs. Turner moved back to Marion last month and the party was given as a farewell courtesy



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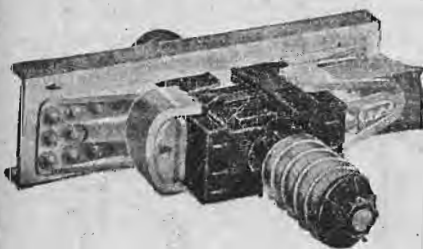
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to her. Bridge and five hundred were played and a large percentage of the membership of the club was out. The ladies presented Mrs. Turner with an electric urn as a token of their appreciation of the work she had done in organizing the chapter and making it the success that it has been. All the Perry folks regret to see the family leave Perry.

Engineer S. E. Stoner and family were in Lanark the fore part of May to help his uncle celebrate his 91st birthday.

Miss Edna Narver, daughter of Conductor John Narver of the west division, was married April 3rd at Los Angeles, to Martin J. Flynn of that city. Edna has been in the west for some time.

Leonard Anderson, who has been clerk to the local storekeeper at Perry for some time, has been promoted to the position of Chief Clerk to the division storekeeper at Mason City. Clifford Taylor takes Leonard's place at Perry.

Plans are being made for the Third Annual Picnic of the Iowa Division railroad men. The date of the picnic this year is June 20th and the place is Perry. Perry has had the picnic before but owing to the present train schedules it is the most convenient location, for both the Atkins and Council Bluffs railroad folks, so the big doings will be here. The picnic this year will be bigger and better than ever, and all railroad employees from Council Bluffs to Marion are invited.

Bob Urie, night roundhouse foreman from Council Bluffs, spent May 12th in Perry looking after some chickens as he has rented a place where he can raise a flock and wanted some blooded birds, so came to Perry for them.

Conductor Francis Cummings, and Switchman Wm. Thos. and Jerry Cummings, were all called to Bradford, Pennsylvania, May 14th, by the death of a relative, Mike Cummings, who was a construction supervisor on the Erie, and who was killed at Erie on May 13th.

Clarence Anderson, first trick clerk at the Perry roundhouse, has taken a leave of absence for thirty days or more and will go to Des Moines. During his absence Jake Wagner, the third trick man, moves up to first and Howard Whitlock works the third shift.

Miss Gertrude Legvold, daughter of Lars Legvold of the B. and B. department, was married May 2nd at Grand Rapids, Michigan, to George Keckler of that place. They spent their honeymoon with the bride's parents in Perry.

Iowa division folks were glad to learn of the promotion of Joe Bodenberger which brought him back to a position where he comes to the Iowa division now and then. Joe formerly worked on the Iowa division when he was a traveling engineer but has been at Bensonville for the last few years.

Mrs. James Wagner has gone to Excelsior Springs, Mo., to spend a few weeks taking treatment for the rheumatism which has been bothering her for some time.

Operator R. E. Fitzgerald, of the Perry yard office force, was called to Minneapolis the 14th of May by the serious illness of his daughter Charlotte. J. F. Lindmeier relieved him.

Conductor Clyde Utterback and family and a group of other railroad folks, went to the family home of Sam Lindsay, May 3rd, to help that gentleman celebrate his 74th birthday. Sam will be remembered by the older railroad employes as he worked at the Perry roundhouse for a good many years.

The shops and roundhouse at Perry received their annual spring coat of white wash the last of April and things looked cleaner from then on.

Machinists Clarence and Irvin Dultman were called to Dubuque the latter part of April by the death of their younger brother Eldon, who was a machinist apprentice in the Dubuque shops.

The Iowa division has been handling a number of solid sheep trains during the months of



April and May, all of which received good runs over the two divisions.

Conductor J. M. Reel has been in Minneapolis to the O. R. C. Convention for a few weeks and Switchman H. O. Taylor was in Cleveland to the B. of R. T. Convention, having gone as delegates from the Perry lodges.

John R. Valiquette, of the Manila roundhouse force, died at the Iowa City hospital the latter part of April, following a short illness. He was a member of Perry division of the B. of L. E. and that lodge had charge of the funeral services.

## River Division News

M. M.

Engineer Fritz Marine of Menomonie has been making some wonderful discoveries lately. He has found a happy fishing ground where there is only one hotel, but there are running bell-boys in every room and they get what they go after. It has a population whose generosity and hospitality often completely stagger the newcomer. This place has no telegraphic facilities and the mail service is hilariously poor. It has an excellent fish market with fresh shipments from the Mississippi daily. Anyone desiring to visit the place better get in touch with Mr. Marine for I know that there are fine trout found at this place.

Font Gilbert, who was injured when he fell from an engine at Menomonie was taken to Chicago for medical treatment. His many friends wish him a safe recovery.

The Pile Driver is at work at St. Paul with the opening of the Pig's Eye Yard. The River Division will terminate at this place when the work has been completed.

A Northwestern train detoured over the River Division from La Crosse to Minneapolis yesterday.

Mr. Crowley, Chief Electrician of Milwaukee, visited Wabasha the past week and looked over the wiring. There is a crew of electricians now at work re-wiring the depot and all premises. Mr. Crowley evidently desires that there will be no hoboes allowed to make a get-away on account of not sufficient light at this station.

There have been work trains on the Wabasha Division the past month due to the heavy rains which caused washouts. Trainmaster J. W. Blossingham donned his Seven League Boots and worked very earnestly in putting the track in shape for service.

Elsewhere in the Magazine will be found a picture of the section foreman of the Wabasha Division with their Roadmaster, E. E. McClellan. The occasion being the celebration of thirty-seven years in the employ of the C. M. & St. P. of Section Foreman Frank Wild.

Engineer Jerry McGraw visited his home folks in Chicago during his lay off the past week.

Conductor Fitzwater surprised all of his friends when he purchased one of the latest types of cars and a recent model. Understand that the speed limit is unlimited and is rated unusually high so better step out of the way when you see Jess coming.

The Safety First meeting was held at Wabasha with a good attendance. Supt. L. T. Johnston conducted the meeting in a very interesting manner. The new Safety First man, Mr. Brock, who succeeds Mr. Esch, gave an interesting talk. These meetings are very timely especially at this time of the year when the traffic is so great.

D. G. C. F. E. F. Palmer and Mr. Turney, D. M. M., called at Wabasha the past week and inspected the buildings and premises. These gentlemen are always welcome visitors and their suggestions very helpful.

Roundhouse Foreman John Fleming was called to St. Paul the past month owing to the serious illness of his mother. At the present

writing Mrs. Fleming is just about the same, having received a stroke.

Understand that Engineer Fred Koch has visited the place that Mr. Marine refers to as he had much better luck but of course we cannot vouch for that.



## Kansas City Terminals

S. M. C.

In spring a young man's fancy lightly turns to thoughts of love according to the poets, but after they have passed the young stage it turns to thoughts of gardens, fishing, cleaning house, etc.

If you want any lessons on mixing concrete call on Eddie Singleton. He will gladly impart to you, with illustrated lessons, all the information necessary.

Miss Andrews has been away for quite a while account of an attack of the flu. We are glad to say she is again on the job and in better shape than ever to fight errors on the expense bills.

Joe Cipella says he never knew Kansas City was so large until he had some leisure moments on his vacation and looked the old burg over.

Buster Beem has forsaken his usual pinocle game at noon and has been driving uptown lately with a certain young lady, a newcomer in the office. Those with experience say he has a very bad case of love sickness.

There is to be an old settlers picnic at Chillicothe and Brakeman M. F. Bonner wishes to announce that an up-to-date horse shoe contest will be held at that time. Everyone invited.

Just tune in on the conversation of Talbott, Rall and Little Eddie: "The first batch was so good we didn't get a chance to bottle it." "Want to round up all your crocks and empty bottles." Wonder what they can be talking about?

The Milwaukee family is about to change its name to the Ford family. Several more new Henrys were added last month. Miss Clifford says Barney Oldfield will be forgotten from now on.

A fellow from the M. K. & T. asks where are all the Liberty Street office ball players. They are all here but nearly all of them have married since last season. Marriage has made quite a change in some of the boys. Now instead of ball, etc., its garden, chickens, housecleaning, etc.

The March winds of Kansas didn't have a thing on the winds of April. They blew Charlie Wright's mustache off. Some wind.

B. C. White is a golf bug for sure. He has almost arrived at the point where you quit swearing when you slice on out in the rough.

## Wisconsin Valley Division News

Lillian

Warren Munger Heise was born to Mr. and Mrs. Arnold Heise on March 21st. Mrs. Heise was formerly Miss Meda Jean Munger. Congratulations are extended to the proud parents.

Mr. Gust Olson, our janitor, has been quite seriously ill. He has been laid up more or less during the winter but had recovered sufficiently to take up his duties, when he again took ill with influenza. At this writing he has improved

some, but it will be sometime before he will be able to resume his duties. Mr. George Kainz is filling the vacancy during Mr. Olson's absence.

The appearance of the office has been very much improved by having uniform lights installed over each desk. This is very much appreciated by the entire office force, both in the Superintendent's office and freight department, as well as the dispatcher's force. It will not be necessary to ever again complain about poor lights.

We received word that Miss Nell Redlich was recently married in Chicago, where she has been employed for the past several years. Nell was employed in the freight department, ground floor, before leaving for Chicago, and is very well known among the railroad circle.

E. J. Graham left for Cleveland, Ohio, where he will attend a convention of the O. R. T. He was accompanied by his wife and family and they expect to make an extended trip through the east before returning to Wausau.

On Friday, May 8th, occurred the death of Mrs. Erdman Smith at the Wausau Memorial Hospital. A baby daughter was born to Mrs. Smith on April 22nd. She was getting along splendidly when influenza set in which caused her death. Besides the infant child she leaves a daughter Ruth, aged 1 year, her husband and parents to mourn her death. Mr. Erdman Smith has been employed as brakeman on the Wisconsin Valley Division for several years and the employees extend sympathy in his time of trouble.

Mr. Frank Duvic underwent a very painful operation on his right thumb on account of an injury received on April 20th. He had the misfortune to have his thumb struck with an eight ounce sledge.

Kenneth Stoff is building a very novel new garage, on the order of a two stall roundhouse. His father is assisting him in the erection of same.

Oliver Whittington has a record of replacing brasses faster than has ever been known before.

Charles Schief has one good second hand Ford for sale for \$50.00. Terms—\$10.00 down and \$5.00 per month. Call at 201 Short Street.

Pat Danberg welded four spokes in Dick Reditz's wheel in 15 minutes. Good work Pat.

The freight house men have organized a ball team and have had several exciting games. With some good hard practice they expect to win one or two games at least.

Mr. Arthur Roloff was married to Lillian Graveen on Saturday, May 9th. Mr. Roloff is employed in the warehouse. His co-workers all turned out for the charivari and played a lively tune for which Art had to pay \$5.00. Frank says they bought chocolate bars and pop and had a good time. The couple was present with a very pretty gift by the warehouse employees. Congratulations and best wishes for a long and happy wedded life.

## Iowa East Division and Calmar Line

J. T. Raymond

W. J. Turner attended the National Convention of the Brotherhood of Railway Clerks at Kansas City, representing the clerks on this division.

Born, April 17th, to Agent and Mrs. W. T. Bright of Elwood, a daughter. The Magazine extends congratulations.

Mr. and Mrs. L. R. Curtis have arrived at Marion from a several months' pleasant sojourn in California.

Mr. and Mrs. E. S. Scown of Marion, are spending a vacation of six weeks in Washington and California.

Mrs. Charles LeRoy visited her mother who has been ill at her home in Webster, Minn.

Agent M. E. Burns of Green Island, was off duty a few days on account of illness. R. E. Tarr relieving.



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Operator Mac Stewart of Oxford Junction, was off duty for several weeks account of illness. M. F. Kelly relieving.

J. M. Oxley spent a couple days on division at Marion and Davenport in connection with the rules examining. Mr. Oxley has many warm friends in the vicinity who are glad to greet him on these visits.

Operator F. W. Bowers, of Sabula, and wife attended the funeral of Mrs. Bowers' aunt at Lake City, Minn.

J. L. Franz, of Chicago, spent Sunday, May 10th (Mothers' day) at Marion visiting with his mother.

Mr. and Mrs. E. C. Fox have returned from a three weeks' visit in Turlock, Calif.

Mr. and Mrs. R. L. Taylor visited several days with friends at Marshalltown.

Mr. and Mrs. William Holdorf and their two daughters visited relatives in Milwaukee.

Miss Clara Sandhall of Montevideo, Minn., visited several days with Miss Sylvia Peterson at Marion.

Mr. and Mrs. Harry S. Scampton returned to Marion April 27th from California where they spent the winter. Mrs. Scampton spent several weeks in Honolulu and also visited her sister at Salt Lake City enroute home.

Charles Dewald and J. C. Neblung were business visitors in Chicago the latter part of April.

Miss Blanche McGuire spent her vacation visiting at Manning, Iowa.

H. B. Christianson went to Sioux City May 1st as Assistant Engineer S. C. & D. Division. J. W. Prior is his successor with E. L. Sinclair's force at Marion.

Mr. and Mrs. L. A. Klumph of Marion, spent a two weeks' vacation visiting relatives in Los Angeles, Calif.

Agent C. S. Morton, of Hopkinton, was away on a short vacation. F. E. Sorg relieving.

Mrs. Martin J. Flanigan went to Council Bluffs April 29th to assist in the organization of a Milwaukee Women's Club. Enroute she visited with her sister and husband, Mr. and Mrs. John Heinzelman of Perry.

H. F. Gibson has been appointed Assistant Superintendent at Perry. He has been Trainmaster on the Eastern Division for the past year and has been quite successful. Mr. Gibson thoroughly understands the railroad game and has also made many friends on the Division who wish him continued success in his new field. He has not gone very far away and we hope to see him often.

Dr. F. S. Skinner went to Omaha April 23rd to attend a conference of railroad surgeons. The chief surgeons of the five railroads entering Omaha, The Milwaukee, U. P., C. R. I. & P., Wabash, and C. & N. W., will give addresses and Dr. Carl R. Werndorff of the University of Vienna, will demonstrate the use of plaster paris dressings.

Miss Idelle Fullerton has been transferred to the Roadmaster's office as clerk to Roadmaster Geo. Barnoske.

Passenger Brakeman John Cone of Marion, deserves commendation for securing two first class tickets Marion to Chicago.

Floyd Ozburn firing on Train No. 94, May 12th, was quite badly scalded on the leg by water from squirt hose at Monticello.

Born to Mr. and Mrs. Kenneth Neblung, at Marion, May 9th, an eight pound son. We extend congratulations.

Agent N. K. Driscoll, of Riggs, went to Milwaukee for an operation and has returned home much benefited.

Operator B. C. Snyder, of Indian Creek, was absent for a couple weeks account of illness and has resumed work. R. Wink was relieving.

Born, to Agent and Mrs. J. N. Hutchins, Spragueville, a baby girl. Heartly congratulations.

Conductor Chas. Carrington was called to San Francisco, April 28th, on account of the death of a sister. The Magazine extends sympathy to the family in their bereavement.

L. A. Turner has been transferred to Marion as Trainmaster and is receiving a hearty welcome from the many old friends with whom he was associated for so many years in Milwaukee service.

Mr. and Mrs. Leonard G. Hewitt of Marion, left Marion May 15th, visiting at San Francisco and Los Angeles, returning via the Grand Canyon and Denver, Colo., were absent three weeks.

Conductor F. B. Cornelius attended the National convention of the Brotherhood of Railway Conductors at St. Paul the first part of May. Conductor F. S. Craig was on his run during his absence.

Mrs. Alice Cornelius of the Master Mechanic's Office, is taking her vacation. Leonard Taylor is working in her place.

A baseball game was played at the Athletic Park at Marion, May 14th, between the Milwaukee office forces and the business men of Marion, the Milwaukee team was defeated by score of 8 to 5. The fielding of "Chuck" Laird at short, and the pitching of "Speed" Prior and the hitting and base running of "Home Run" Munson featured.

The longer on this earth we live,  
And weigh the various qualities of men,  
The more we feel the high, stern-featured beauty

Of plain devotedness to duty,  
Steadfast and still, nor paid by, mortal praise.  
—James Russell Lowell.

## Splinters from Wooden Shoe

Brocnie

The main feature this month is the Stangleville party.

Cecil, our worthy cashier, surely missed his calling. What he should have been was a social leader. When it comes to having parties, real successful parties, just leave it to Cecil. We had a bunch of 41, mostly all railway workers, a few outside guests were present.

"Mr." Frank Bracket and Jack Cassien, two "bosses," also Jim Woodward and Ray Zimmerman were the entertaining committee. What Frank didn't think of one of the other three did.

This party was a chicken supper at Stangleville. We took an orchestra along and spent the evening dancing. Jim and Kitty had a pie race, of course, Kitty won, ten cents. A derick was necessary to help Maggie up after her "light lunch" but we were all satisfied by 11:30 P. M., her dinner was well settled.

We could write a book on the good time everyone had if we had room.

Mr. C. W. Bush and Mr. Gene Frazer were invited but were too far away from Green Bay to attend. We hope to have them on our next party, for there sure will be another one soon by everybody's request.

Our committee of four had a tug of way. If you want to know what was at the end of the tug you will have to attend our next party. We may find the same instrument.

Pete Maierle and Cliff Lande were kept rather busy putting ice in the water, for it was a rather warm night. Clara from the shops, claims she had the best smeller for "ice water" in the crowd.

Stan also attended our party and both Stan and Clara want to be invited to our next party. We hope to have another one soon and will not add a special invite to Johnny Sullivan, also to anyone else who wants to have a real honest to goodness good time.

Please, please come and see our new freight office, all dressed up in a brand new dress. But this doesn't mean Mel Thompson on the 14th

before 3:00 P. M. and on the 29th, wait till the 15th and the 30th, Mel, it will still be new paint.

All the road men passed a good exam on Rules and Time card this spring. Notice how they make the time since the new time table came out.

Ditpatcher C. B. Cheaney has turned in his open Studebaker and grabbed off a closed Hudson. Carley said the Study was all right, but you know he is one of these up-to-date birds and he likes the Balloons as they look better.

The new time table on the Division was just like a spring house cleaning and a new coat of paint. W. H. Tierney says everything is on time in the Green Bay Yard, but you know how Tierney is.

John M. Stien has quit Channing and has moved to the city. He is through with the woods and will try out Milwaukee for a while. He is on Conductor Rawley's run.

Conductor Rawley has moved to Elkhart Lake to spend the summers there and the winters in California. He put in two months of last winter in California and claims it is the only place.

Mr. C. H. Kempsey is taking a couple of weeks off and Mrs. Kempsey and he are visiting old friends in Iowa and also doing a little fishing for cat fish and pearls in the old Mississippi.

Conductor A. A. Melville is taking care of both ring and way freight service these days, as he is about through with passenger business for a while.

Harry and Carl, Conductor Meggers and Engineer Fogle have the second switch at Menasha and they are also taking care of the social part of the game.

## Sioux City and Dakota Division

H. E. Olsen

We thought "summer" had come a month ago, but the past three weeks have been so cold, conjecture runs wild when it is tried to figure out how in thunder the seasons got so badly mixed up.

Roadmaster G. W. Wean had a rather unfortunate accident a few days ago when he was crossing a bridge just west of Rodney on his motor car. Just as he approached the bridge the car suddenly burst out in flames. Mr. Wean stopped and proceeded to walk around to the rear end but in so doing stumbled and fell off the bridge, alighting on a barbed wire fence, badly cutting the right hand. He however, crawled back and with some dirt and gravel extinguished the fire and walked to Rodney where his wounds were given medical attention.

Agent P. P. Sand at Colton, reports a new industry. The Cooperative Oil Co. recently located on our tracks.

T. B. Knuth, Assistant Engineer, has left the S. C. & D. Division, departing on May 1st, for Chicago, where he will be associated with District Engineer Jackson's office. We surely regret losing "Tony" (as he was better known) but wish him every success in the new location.

Mr. H. C. Christenson of the Iowa Division, fills the vacancy of Assistant Engineer on the S. C. & D. and he is most welcome to the large family of this division.

Conductor Chas. Alexander made a couple of trips out to his farm west of the river this month and says everything looks good for a fine crop.

Switchman Pete Larson kind of pulled one over on us April 29th, when he and Miss Violet Creley of Sioux Falls were quietly married. Pete has promised to double the endowment of "treats" for so suddenly joining the double-harness class. Here's congratulations to you.

On April 18th the village of Elm Springs was wiped off the map by a strong wind in the nature of a cyclone. The station sign was blown down, work of reconstruction was start-

ed early the next morning by Section Foreman Thos. Grande and by noon the thriving village was back to normalcy and doing business "as usual."

Engineman Foreman Henry C. Hurt, Sioux Falls, was recently presented with four nice prod-poles from his helpers that he might help unload hogs.

Section Foreman C. A. Isaacson and his mother have moved into the section dwelling house at Burbank.

Telegrapher Goodell of Charter Oak spent the week end in Sioux City. Reasons known only to himself.

Agent Herschberger, Charter Oak, has joined the bunch of golf bugs and finds that he can knock the ball into the river just as easy as any of the old timers. Section Foreman Jno. Thomsen has also tried the game, believing it is a good way to cut up the grass.

We regret to learn that our old time friend C. H. Standfield, pump repairer on the east end, has resigned from his position. Chas. will be missed among the boys for he always had a good story to tell. He will go home and take care of his garden, do some "fishing" and take life easy.

Operator Sanborn has gone to Tripp, S. D., where he will hold down 2nd trick. Operator "Jack" Hartson has returned to the east end and is now working 2nd trick at Hornick.

Operator Beiges of Hornick, who has been ill for several months, is now recovering to the extent which he feels will be able to resume work in a short time.

The "east end" now has two "hot shots" out of Manilla and Operator Hartson suggests the boys along this line better equip themselves with field glasses so they can see them come and go by the various stations.

Any information wanted regarding the workings of a "Chivvy" car please call, write or wire Operator Art Sanborn at Tripp, S. D.

Operator Edward Gredowick was the successful bidder for third trick at Mapleton, Ia., and has resumed the duties of that position.

Operator Whelby, Parkston, S. D., who recently resigned, was relieved by Operator Harry A. Stopfer on second trick.

"Judge" Omar Wells, of the Roundhouse force at Sioux Falls, together with his children, have gone to Mammoth Springs, Ark., where they will spend several months. We certainly miss the "judge," as he was always able to render a decision in various arguments satisfactory to all concerned. Good luck to you, Omar.

Section Foreman Glass, of Scotland, is taking a much needed rest and is vacationing; also coalshed man, Pete Palmer, believes the early bird will catch the worm and is on vacation.

Brakeman Malcolm Munn, who resided at Scotland, departed on May 7th for Minneapolis where he will receive treatment in a hospital. Mr. Munn has not been able to work for some time owing to poor health, and it is hoped he will benefit by the treatments and to be entirely relieved of the trouble.

Mr. N. E. White has taken charge of the extragang that commenced to surface track between Ute and Kenwood, Ia.

Our veteran Section Foreman, John Miller, at Grant Center has recently purchased a Chevrolet sedan.

Mr. E. Malone has been appointed section foreman at Arion, Iowa, and Mr. R. Thomsen transferred to Ute, Iowa.

"Dad" Farr, of the Sioux Falls warehouse force, reached his 65th birthday on May 13th, and "Dad" says he still feels he is only "30"—

Conductor Chas. Alexander says the real meaning of thrift is steady earning, wise spending, sane living, careful investing and avoidance of waste.

The following pupils, children of employees on this Division, will graduate at the close of

the schools this season:

Miss Florence Stivers, Washita, Iowa.  
Miss Gwendolyn J. Whitham, Scotland, S. D.  
Miss Carolina King, Tabor, S. D.  
Mr. James Fee, Harrisburg, S. D.  
Mr. Andrew Hustrulid, Harrisburg.  
Mr. Harker Johnson, Harrisburg.  
Mr. Richard Devitt, Harrisburg.  
Miss Violet Eversen, Harrisburg.  
Miss Aletha Thomas, Harrisburg.  
Miss Fern Norton, Harrisburg.  
Miss Alma Dempewolf, Harrisburg.

Master Bud Moore, son of Agent L. G. Moore at Tabor, wishes to announce he will finish the first grade at 5 years.

On April 18th at the suggestion of Mr. Bannon, Superintendent, a Bi-Monthly Staff Luncheon and Get-Together meeting was inaugurated at Sioux City.

At these meetings the Supervising Representatives of all of the various departments of the Division are present, and judging from the interest already shown at the first two luncheons which have been held it is going to prove to be one of the most valuable things for the good of the Division and the railroad in general that we have had for some time. It is for the purpose of promoting co-operation between the several Departments and it also serves to bring all of the different Supervisors closer together, so that each one will understand the difficulties that are confronted by the other one and will make it possible for all of us to work with one point in view, namely: The rendering of 100% service on this Division, which by the way, is the only article the railroad has to sell.

The last Safety First meeting which was held at Sioux City was well attended. Many good suggestions were made and Geo. Francis of Sioux Falls received much applause for his generous remarks.

The J. U. G. (Just Us Girls) Club, Sioux Falls, composed of fifteen girls ranging from the ages of 10 to 15 years, have adopted the "Safety First" movement and are very active in carrying out Safety First. This little club entertained at a Safety First meeting in Sioux Falls in December, 1924. Former Supt. E. F. Rummel, chairman of the meeting, gave the girls an excellent talk on Safety First, and it was through that meeting this club adopted "Safety First." Mrs. H. B. Olsen is Guardian of the club.

## Tacoma Shop Notes "Andy"

From the expression registered on the physiognomy of P. R. Horr, our well known Erecting Foreman, when he arrived on the job Monday morning, May 11th, we received the hunch that something very unusual had occurred, and when he produced a box of cigars, we knew it, and were advised of the fact that on Mother's Day a nine-pound bouncing baby boy had arrived at his home. Congratulations PRH, and may he grow to be even a better man than his dad, and that is saying a mouthful.

We have a report that Wm. Strinsky, our boilermaker foreman, is now taking his daily dozen in the form of mowing lawns, planting dahlias, and various other botanical ventures. That's the stuff "Bill", you know what makes the grass grow green, and should make a roaring success along the above lines.

James Strain, Tinner at Tacoma Shops, passed away recently, and the Milwaukee employees wish to extend their heartfelt sympathies to the family in their bereavement.

Ed. Morrison, Tinsmith Foreman, has been in the hospital for some time as the result of an operation, and is at the present writing getting along fine. Bill Summers is taking Mr. Morrison's place during his absence.

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Things are going up in the air proper now since Mr. Wright, our Master Mechanic, equipped his Chalmers coach with balloons about the size of our power house smokestacks. Otto Scheutze has also equipped his Buick with balloons. Pretty soft.

We had a little excitement at Tacoma shops the other day when one of the smokestacks on the power house was taken down and a new one put up. Ed. Howell and his gang did the dirty work.

Look out you poor fish, because our famous bass fisherman, Dick Nofke, has announced that he is on the war path.

Carl Thalacker, machinist, is touring California.

A baby boy recently arrived at the home of John Batchi, machinist. Congratulations.

F. Fuhrman, laborer, has returned to work after an extended leave of absence.

Emil Koplin, has returned to work following an illness which lasted a short while.

John Crees has reconstructed the Lion Tamers' Club headquarters, so that it now presents an appearance which is a credit to the organization, and in harmony with the dignity of any Lion Tamer.

An axle on John Crees' '19 Ford broke recently. Nobody could understand why such a thing would happen as there were only seven in the car, and John alone packs around only 270 pounds.

L. Petroski has returned to work after a two months' leave of absence.

The stork arrived at the home of Joey Peterson with a baby girl recently. Congratulations Joey.

Wm. Reeves, who is better known as High Speed Bill, Material Messenger, has returned from a visit to Grand Rapids, and other points in the East. While there Bill took in one of the big league games, but he says they have nothing on us.

There is at least one man at Tacoma shops who observes the rules, regulations, laws, etc., and he is Geo. Cessford, the one and only, who appeared on May 13th, "Straw Hat Day" decked up in his cow feed derby.

Ed. Collins, Machinist at Tacoma shops, and who is also president of the Machinist's organization, has proven beyond all doubt his ability as some fisherman. The samples he has produced gave us the impression that they were related to the whale.

J. E. Brady, our worthy Roundhouse Foreman, has been working overtime, doubletime, sparetime, and any other time that he can find in preparing for the Pioneer's big jamboree, which is to be held at Vancouver—get that?—in the near future. It is unnecessary to say that a big time will be had, as the Pioneers have a good reputation for putting on a good show, however, JEB says it will be bigger than ever this year—atta boy.

Joe Soltis, Tinner, has returned to work at Tacoma shops.

Tom Quinlan has also returned to work.

Tom Simpson, Pipefitter, who has been off sick for sometime is now back on the job.

#### Twin City Terminals Mac

Vacation time is here and also the season for flowers. We are looking forward to seeing many beautiful bouquets on the different desks.

Katinka, sponsored by the Twin City Chapter of the Milwaukee Women's Club at the Shubert, Tuesday, April 28th, was a huge success. A large and appreciative audience of railroad officials and employees witnessed it and were enthusiastic in their praise of the performance. The proceeds will be used by the Sunshine Division for the welfare of the sick and needy of

the railroad employees.

Mr. R. D. Marsh, Special Representative from the Auditing Department, Chicago, spent two weeks last month assisting the Demurrage Department in collecting accounts.

Mr. M. C. Shields, of the Western Demurrage Storage Bureau, was a caller in the Demurrage Department last month.

Mr. A. Woodward, Demurrage Inspector, was called to Menasha, Wis., last month in the interest of the company.

Mr. Dick Edling has resigned his position with the Local Freight Office and has accepted a position as operator and cashier at Durand, Wis. We wish him success in his new position.

Mr. and Mrs. Norbert McCauley spent their vacation visiting their folks in Dubuque and their friends in Chicago.

John Spilane spent his vacation painting his home and various other domestic jobs. You show an ambitious spirit, John.

Tom Moffit is sporting a new sedan. Don't be stingy, Tom.

Katherine Wright acted on the program for the Milwaukee Women's Monthly Club meeting which was held in the Curtis Hotel sun room on May 4th. The two selections were enjoyed by all.

Mr. John Olson attended the National Convention of the Brotherhood Railway Clerks at Kansas City, Mo., last month.

Mr. W. Hartwell of the Western Weighing and Inspection Bureau, moved his family to Half Moon Lake, Milltown, Wis., last month. He plans to spend the week end there. If some Monday morning he checks missing one of those big fish he speaks of may be the cause of his downward course.

Mr. Fahey, Asst. Agent Local Freight, is driving a very good looking new car.

Mr. and Mrs. G. A. VanDyke have left on a trip to Los Angeles and San Diego. No doubt curiosity will have a bearing on him to slip over to Tia Juana.

Two "Sparkler" announcements to make: Ethel McFarland in the Legal Department and Lottie Weyrock in the Superintendent's Office. Perhaps we will have more to say about Lottie next time. In this connection we have always heard the girls in the T. C. Terminals always get married. We do not know if that is a recommendation or a warning (just as one looks at it) but we are giving this information, regardless.

The Milwaukee Bowling League at Minneapolis ended May 20th after a very successful bowling season.

The employees of the Accounting Department extend their sympathy to Emil Rochner on account of the death of his sister.

Leo Walch spent his vacation with his folks at Chicago.

Hilda Krogh took a trip to Pittsburgh on her vacation. She visited her brother and friends. Reports a wonderful time.

In memory of—  
 There once was a driver named Morning  
 Who refused to heed any warnings;

He drove on the track  
 Without looking back,  
 So they're mourning this morning for Morning.

#### Milwaukee Shops H. W. G.

It is sad to have to chronicle the death of anyone, especially a young man of great promise and talent. Mr. F. J. Maxwell, General Safety Appliance Inspector, died at 1:15 A. M. April 21st, of pneumonia. He was taken sick at Sioux City on the 16th and hurried home when the fatal malady set in. A young wife and two children have the sympathies of the entire community. The remains were taken to Iowa for interment. Mr. Maxwell came from Mobridge; he was formerly with Mr. Kroha at Tacoma.



## Illinois Division

M. J. S.

Brakeman J. H. Wolfe has secured leave of absence and will play field man in All-American ball team at Chicago this season. The boys say, "Good luck to you, Red."

Supt. Lollis called at the Superintendent's Office April 21st on his way to Minneapolis from Chicago and extended the usual hearty handshake. Glad to see you, E. W. L.—come again.

Mrs. Ed. Booth, wife of Carpenter Booth, who has been cared for at the Lamb Hospital at Clinton on account of an automobile injury, has been removed to her home at Savanna and slowly improving. Friends hope for her speedy recovery.

The marriage of Bernadine Reagon, daughter of Iowa Division Conductor J. Reagon, and George Manson, son of Night Yardmaster C. A. Manson, occurred at Savanna on the morning of April 14th. The couple were serenaded to the Milwaukee depot where they took train No. 20 for Chicago. They will reside in Chicago where Mr. Manson is employed. Congratulations are extended.

Mrs. A. J. Reinehr, wife of Agent Al Reinehr, returned to her home in Savanna, having been in a LaCrosse hospital where she underwent an operation for goitre.

Mrs. Irvin Tyler and daughter, family of Asst. Accountant Tyler, who have been living with Mrs. Tyler's parents at Tomah, Wis., on account illness, will again make Savanna their home, Mrs. Tyler having recently purchased a new home.

Night Chief Dispatcher H. W. Brown has recently purchased a Nash sedan. Harold (C. M. & G. Clerk, Savanna) seems to be enjoying "Dad's new toy."

The S. O. S. Club of the Superintendent's Office, enjoyed a 7:00 P. M. Luncheon at the Savanna Tea Shop recently, attending a movie for the evening diversion.

Richard Robbe, formerly steno. at Savanna Freight House, is now private secretary to General Superintendent Buford, at Chicago. His Illinois Division friends wish him success in his new position.

Merle Logue has accepted the position as steno. at the Savanna Freight House vacated by Richard Robbe.

Brakeman Otto Rowe is off duty, vacationing in California where he will visit some time with relatives and friends.

Francis Brooks has taken position as Timekeeper with Extra Gang at Byron, and Sherm Correll, Jr., as Extra Gang Timekeeper at Kittredge.

Sympath is extended to Switchman L. A. Winston and wife of Savanna on account of the death of their little daughter, Betty, occurring at Savanna May 7th.

The temperature at the Superintendent's Office one day was really comfortably warm, nevertheless the afternoon of that day Happy took to his top coat. There's a reason.

May 9th, Chicago, occurred the marriage of Helen Kinder, daughter of Enginemen's Timekeeper Mrs. Anna Bahne, to Mr. Robert Adams of Lanark, Ill. Miss Kinder has been in the employ of the C. M. St. P. as Clerk at the Union Street Office. Congratulations and good wishes are extended the young couple.

G. W. Miller, Chief Clerk General Superintendent's Office at Chicago, called at the Savanna Superintendent's Office Friday May 8th on his way to Mt. Carroll. G. W. M. looks the same as usual and we were glad for a few words with him. He assures the Savanna girls of easy matrimony at Chicago—takes the Windy City girls three months, and says 30 days should be time enuf for Savanna fair sex. Very inducing, girls!

Ask Traveling Time Inspector A. J. Kavanaugh of Chicago how he likes Savanna dancing parties.

ing parties.

Division Storekeeper C. C. Smola of Savanna is to be complimented on the "stage ability" he displayed in a recent home talent play entitled "Kathleen," taking the part of the Old Father, and very ably taken.

Guy Manson, son of GYM C. A. Manson, is the new Tape man for R. G. Heck, Division Engineer's Office.

Mr. Juneau was a little under the weather April 20th.

The sleeper "Chicago," recently converted, puts up a very nifty appearance. This will go in the illustrated journals soon.

Mrs. A. J. Epp, wife of Sectional Stock Man, died April 20th. Mr. Epp has the sympathies of his entire co-workers and friends.

The old machine shop stack, locomotive shop, received a trimming of stone coping, replacing the cast iron top put on when the stack was built in the fall of 1879. This stack, and also the old car shop stack, is 157 feet high. The two power house stacks are 180 feet. The two iron stacks put up at the car shop last year were taken down the other day.

Changing the old P. du C. Div. to Madison Div. removes a name of lang standing, as all old railroad men know.

Mr. D. C. Curtis returned from lines west also Mr. J. A. McCormick who was with him.

W. H. Gardner returned from California the last of April looking much better than when he left here in the winter.

Mr. D. C. Curtis was transferred to Chicago April 27th. He went off in such a hurry that he did not have a chance to say good-bye to all of the boys. It is reported that Mr. Frank O'Connor will go there later. A big promotion, as much as we dislike to have them leave us.

Mr. F. J. Kelley is now General Store Keeper.

Astrologers say the planet Saturn is the cause of this smallpox epidemic. The planet Saturn ought to be kicked, as the old woman said of Abraham Lincoln's assassin.

Mr. Chas. Sanhueber, car draftsman, has returned from some three weeks in the G.S.M.P. Office, Chicago.

It seems that the car "Wisconsin" was broken into in Chicago and some articles taken.

Mr. Geo. Prentiss returned from the California coast May 1st. George, too, has been in the Chicago office much of the time but is back here and will remain some time at least.

Mr. Ray Petric, of the M. E. Department, is among those that have a big left arm, vaccination.

The March 18th proceedings of the Western Railway Club were received May 7th, seven weeks after.

Mr. C. H. Bilty started for the Baldwin Locomotive Works, Philadelphia, the 10th, for a few days.

Mr. Chas. Sanhueber, "Ma," just passed around the cigars, not for any new arrivals, but for a departure. Charlie goes in the other department as Safety Appliance Inspector where Mr. Maxwell was.

Some exhaustive tests were recently made of the performance of the Nicholson syphon on an L2B engine. Mr. Hoppe was in charge.

Mr. R. W. Anderson has returned from a trip down east.

Mr. Ed Williamson, Foundryman, has returned from a Florida sojourn.

The Film Exhibitors' Convention in Milwaukee, week of May 12th, brought out some of the celebrated film stars, notably Ted Lewis and Tom Mix. The crowds at the depot resembled a U. S. President's arrival.

By the way, our depot is being photographed—has to be done early or late in the day to get any sun on north side of the building. Shooting against the sun does not bring very good results.

## R. & S. Line

The following train and engine men have given up their seniority on the R. & S. Line and permanently transferred to the St. Paul-Duluth Line, or as it is called, "The Head of the Lakes Division:"

Engineers—John Whitty, H. K. Beecham, Geo. Kuckuck, L. J. Berry.

Firemen—Chas. Hight, John Benster, John Valaseno, Clarence Kuhl.

Conductors—Arthur Morgan, Wm. A. Baxter, Ed. G. Dreynoiz, E. J. Mason, W. A. Morgan.

Brakemen—Paul Reigel, Frank Devert, J. E. Wright, O. J. Brown, S. R. Collier, H. J. Roman, E. F. Jones.

The above men reported for service out of St. Paul, Minn., on January 1st, 1923, but owing to the slump in business the last month or so they are temporarily out of service, but expect to be back on the job again within a very short time. Engineers H. K. Beecham and L. J. Berry have already moved their household goods to their new home in St. Paul and will be followed very shortly by the rest of the men.

Conductor Arthur Morgan and family are spending a few days with relatives and friends "down on the farm" in Ohio before removing to their new home in St. Paul, Minn.

Engineer "Bill" Carr is taking treatments for foot trouble in the U. S. Veteran's hospital at Dwight, Ill., and from all reports is getting along fine, but he cannot stay away from the railroad very long as one of the N. Y. C. local conductors spied "Bill" at the depot in Dwight one day "watching the boys switching."

Conductor Chas. Conway has returned home from taking the "Mud Bath" treatments at Ottawa, Ill., and is expected to resume work very shortly now after being away about a month or more.

Conductor T. L. Kerwin was called to Texarkana, Tex., during the first part of May on account of serious accident that happened there. His daughter Grace (Mrs. M. Prendergrast) and another lady were enjoying an aeroplane ride and something went wrong with the machine and they dropped about 400 feet, wrecking the machine and injuring the aviator and the two lady passengers. Mr. Kerwin and son Tom left immediately they received word of the accident, and word from them state that Mrs. Prendergrast is getting along fine now, and as soon as the broken bones mend will be O. K.

Our old friend and ex-caller-switchman, Freddie Devert, and lady friend, of Chicago Heights, called on relatives and friends here during first of May.

You will have to say "Honorable" whenever you talk to Operator Jack Coss for the next two years owing to the fact that he won out in the race for mayor of our city in the last election. I suppose he won't "see" the rest of us ops. now that they have given him the second term. Ha-ha.

Some of the old-timers wouldn't recognize the "old stamping ground" up around the "dumps" and roundhouse now that Ladd Mine has been abandoned and the tower torn down. It sure looks mighty bare up that way when you cannot see the "boys" pushing the coal cars around on the mine tower and see that old familiar figure "Brad" running the loaded cars down toward the crossing, and Charlie Edwards driving the mule cart around the place and "Louie" calling on the fone asking about more empties. The old place don't seem the same.

Operator A. R. Glover of Granville has the second trick in the Yard Office and expects to move his family here shortly. Operator Pat Horn having bid in the third trick.

Clerk "Joie" Sabatini has about fully recovered from his "battle" with the famous Mayo Bros. in Rochester, and is back on the job again. But it's funny the way an operation affects some people; for instance, all you have

to do is say "Crossword puzzle" now and that boy is "rarin" to go.

Night Clerk J. Torri says somebody is "going to get it" if those lanes are not kept clear in the lower yard at Ladd.

Conductor R. A. Noling has been under the weather for the last few days but is back on the job again on Conductor Kerwin's turn during the latter's stay in Texas.

The New York Central "extra gang" in charge of John Sweeney, Jr., are "parked" on the Granville mine passing track and are laying a lot of new steel in and around Granville.

Wonder what's got into Bill Lipp at Granville lately? Was talking with Bill the other day and all he would talk about was "The Professor's new twin boys." (Wadda mean, Bill, twin boys?)

The Hill brothers, "Gurney and "J. B.," were both off duty a few days during May account sickness.

There seems to be some attraction in Ladd for Operator Eddie Morton, one of the Seatonville "Dads," as he is seen on our streets quite often. That's O. K., Eddie, you will find that Ladd is a very nice place to live in.

Business is not very brisk out of Ladd at present, about the only thing that's run these days is the west "pickup" and No. 477; the latter train is being called to handle the time freight and cement out of Ladd and that "stuff" just lights and is immediately switched into No. 477's train and away they go. The business received from N. Y. C. Nos. 95 and 91 and the cement from Oglesby hardly ever lays over here more than 1 or 2 hours now.

#### Madison Division Notes

The Editor is holding out on us—the Story of the oldest veteran living in Madison (Henry McCarthy, Engineer) in the May issue should have been preceded by his photograph.

T. C. Gaby, operator, Milton Junction, shot a wolf about two miles north of Milton and dug out three of her pups from the ground. He collected the bounty, sold two of the pups and has one for sale. He did well, sport and a little jack besides.

Tom Barrett is busy with his Extra Gang changing steel west of Milton Junction. He will have a nice piece of railroad when it is finished.

The Janesville ladies had very good success with their dance, fine crowd, good music and lots of fun. What's the matter with the folks out on the line? Come out to these functions and get acquainted. Grease up the Ford and come in and mix.

Just imagine this: (It can't be done)  
Machinist Joe Conohan 10 minutes early on the job.

Frank Olinger refusing a piece of pie.  
Bill Kline destroying the flowers on the Depot lawn.

Bill Kenney winning a prize on a Baseball Pool.

Furgeson working on Sunday.  
Tom Kelly going to the Women's 500 card party.

Louis DuBois with his hands in his pockets.  
John Potts without his hammer.  
Fred Schwartz catching a fish.

Jim Doyle with a grouch on.  
Clyde Iotte, roundhouse foreman at Madison, was a motor cycle driver during the war and has a record of driving from Paris to the front in fifty-five minutes. He recently tried to equal his record in driving from Janesville to Madison accompanied by Trainmaster Beerman. Mr. Beerman says that Iotte doesn't know that the war is over yet.

John Vanderhie, pump repairer, is gunning for the party or parties unknown, who parked his, her or their gum on John's chair at a Card Party recently staged by the Milwaukee Women's Club at Madison. John got stuck to his chair and was unable to extricate him-

self until the ice cream and cake was passed. The Card Party was progressing, but due to the unfortunate incident, mentioned above, John didn't get anywhere.

Pump Repairer Ed. Bonham is getting ready for summer. He reports all hog showering devices in working order. Ed's wrist is entirely recovered from a sprain received while cranking his Ford. He is contemplating buying a self starter.

The force in the Superintendent's office are wondering why they failed to receive a package of the May issue of the Magazine. Are our subscriptions in arrears, or were they hooked from the baggage room?

Best place for a date (rain or shine)—Angle Worm Station. For more information, ask Oswald Hansen and Caller Tom Kelly.

Edward Kerl, passenger brakeman, left May 15th for an extended trip to the West. He will visit his sister in California.

F. A. Maxwell, we all eat candy. No fair playing favorites.

This is quite a coincidence—two roundhouses on one division both claim to have redheaded clerks.

Fergie has broken all Scotch rules and regulations—bought a new second-hand Ford. Watch out Fergie. There's still a kick in some Fords.

Bill Kline made a hurried business trip, to Milwaukee, April 30, 1925.

The crew on the evening Portage train are developing into expert fishermen, but it takes the clerk in the Lunch Room at Madison to show them how to land them.

Clarence Osborne is having considerable trouble catching the Street Cars. Better get a pair of roller skates, Clarence.

Frank Tarpley is looking for a nice cool room for the Summer. Why not put your bed on the train, Tarp?

Pretty hard to follow the board lately with so many changes in train and enginemen. Here is hoping you all get lined up again where you belong.

P. S. Thurber permanently assigned to agency at Darlington. Relief Agent Oscar Millard is back on the job at Lima Center.

M. H. Coleman, for a number of years operator at Wauzeka, has been checked in as agent at Muscoda.

Harriet Mulligan, roundhouse clerk, Janesville, will write the news for the July issue of the Magazine. She will need your support.

#### C. & M. Division Notes

Eleanor

I hear there has been quite a name changing bee in the Trainmaster's Office this last week or two. Better ask Engineer Burg how he likes the name of Bing. Not so bad, Ed., is it? Sam Price didn't mind the name being changed to Sam Pickett, but when it came to giving Sam Pickett the credit of his reexamination of Standard Rules, Sam came up and kicked. Chuck Flannigan was sporting the name of Hannigan for a while, too, but seemed to like Flannigan better, even tho it rhymed, and came up and objected. Better watch your step, Cathie, or you'll be in bad with all the Engineers and Conductors along the line.

Some of the Office Gang have been carrying some pretty sore arms as a result of vaccination. Andy Barber, our Side Wire Man was on the sick list for several days but has completely recovered now and is back on the job. Jake Ray was side wire man for a few days.

Operator Bob Halton has been having quite a siege with quinsy this last two weeks and is still in bed. We are all sorry to hear it and hope he will soon be on the road to recovery.

Frank Knoechel, Trainmaster's clerk, is a very happy man at the present writing. He is the proud papa of a lovely new daughter who is going to answer to the name of Eleanor Catharine. Pretty good taste in names, Francis.

Our accountant, Henry Marquart, took us all by surprise last week by going to the hospital for an operation for appendicitis. The last report is that he is getting along pretty nicely now. Hope you continue to improve, Henry, and be sure and get in a little good rest while convalescing.

I hear Agent Perry of Fox Lake caused quite a laugh recently at the meeting of the School Board of which he is a member. It seems they need a new school, but did not have the funds to do it. Mr. Perry suggested building a new school out of the old one as it had plenty of material in it. The suggestion met with the approval of all but when the question of where to put the children while building came up, Perry said "Do not tear the old building down until after we have the new one built." They all had the laugh on Mr. Perry that night.

Nancy Campbell, of the Superintendent's office, spent a week in St. Louis visiting her sister and sure must have had a fine time. At any rate she gave the folks down there quite a treat as she sure was a knock-out when she left.

Mary Hickey had to make a flying trip to Dubuque last Friday account of the serious illness of her aunt. She has been too busy since her return to give an account of her trip and whether it really was her aunt or somebody's nephew she went to see. Better tell it all to me, Mary.

Now we know Spring has come. I heard Wood, Eric and Zimmie planning their annual fishing trip up on the Northern and that is a sure sign. We'll hold our thumbs you catch more than last year, but then there's always the fish stories to fall back on to fool us.

I hear Cary Larson has joined the ranks of the motorists and has purchased a Studebaker sedan. All I can say, Cary, is there's some class to you.

#### West I. & D. Inklings

Dot

Mr. and Mrs. George Saxer visited in Rapid City with Mr. Saxer's folks for a few weeks in May.

Engineer Jim Johnston informs me that Mrs. Tedyd Pfaff makes real good candy. Most of the other west end men agree with him. They must have sampled it some time and place or they wouldn't know, would they?

G. P. Hodges, D. M. M., and W. J. Johnson, T. E., were visitors at this place the other day.

Machinist Helper Lafayette Burke and Engine Watchman Chas. Farris with another friend have gone out to seek their fortunes. Yellowstone National Park is their destination, but they intend to see the world on their way out and back.

Fireman Matt Anderson has been elected delegate to represent the local B. of L. F. & E. and will leave the latter part of July for the meeting, which is to be held in Detroit, Mich., this year.

Mrs. Albert J. Guthrie, Jr., is spending some time visiting in Wolsey, South Dakota, with her uncle and family.

Section Foreman Gail Hornocker has purchased a new Chevrolet coach.

Mrs. P. G. Gallager, wife of Condr. Gallager is visiting her folks and friends in Plankinton, South Dakota.

Station Agent Bowers and son and daughter spent the week-end in Sioux City last week with Mr. Bowers' fathers and mother.

The new White Eagle Oil Co. buildings and tanks are about ready to start business. This gives Murdo three distributing stations now: the Standard Oil, the Texaco and the White Eagle. They serve a large territory as the country around is farmed quite extensively, a great part of the farmers doing their plowing with tractors and nearly all possessing autos.

# Directory of Equipment, Supplies and Service

- Acetylene, Compressed**  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.  
Gas Tank Recharging Co., Milwaukee.
- Alcohol**  
Barber Co., W. H., Chicago.
- Anti-Rail Creepers**  
P. & M. Co., Chicago.
- Axles, Car and Locomotive**  
Baldwin Locomotive Works, Philadelphia.
- Banks**  
Central Trust Co. of Ill., Chicago  
First National Bank in Miles City, Miles City, Mont.  
First Wisconsin National Bank, Milwaukee.  
Larabie Bros., Bankers, Deer Lodge, Mont.  
Minnesota National Bank, Duluth, Minn.  
Nat. Bank of Com. of Seattle, Seattle.  
Spokane & Eastern Trust Co., Spokane.
- Bearing Metals**  
Magnus Co., N.Y.; Chicago.
- Belting**  
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Bettendorf Co., Bettendorf, Iowa.  
Pressed Steel Car Co., Pittsburgh.
- Bolts**  
Am. Bolt Corp., Boss Nut Division, Chicago.  
Continental Bolt & Iron Works, Chicago.
- Brake Beams**  
Pressed Steel Car Co., Pittsburgh.
- Brass and Copper**  
Interstate Brass & Copper Co., Chicago.
- Brass Castings**  
T. & B. Brass Co., Tacoma, Wash.
- Canvas and Duck Products**  
Carpenter & Co., Geo. B., Chicago.
- Carbide**  
Gas Tank Recharging Co., Milwaukee.  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Cars**  
Bettendorf Co., Bettendorf, Iowa.
- Pressed Steel Car Co., Pittsburgh.**  
Castings (Brass & Bronze) Magnus Co., N.Y.; Chicago.  
Castings, Malleable Iron P. & M. Co., Chicago.  
Pressed Steel Car Co., Pittsburgh.  
Castings, Steel  
Buckeye Steel Castings Co., Columbus, O.  
Falk Corp., Milwaukee.  
Hubbard Steel Foundry Co., East Chicago, Ind.  
Pressed Steel Car Co., Pittsburgh.  
Tennent Steel Casting Co., Tacoma, Wash.  
Union Spring & Mfg. Co., Pittsburgh.  
Wehr Steel Co., Milwaukee.
- Chemicals, Boiler**  
Bird-Archer Co., Chicago.  
Dearborn Chemical Co., Chicago
- Coal**  
Binkley Coal Co., Chicago.  
Rosengrant Coal Co., Chicago.  
Shoemaker Coal Co., D. C., Chicago.
- Coffee and Tea**  
Chase & Sanborn, Chicago.
- Couplers**  
Railroad Supply Co., Chicago.
- Cylinder Cocks**  
Prime Mfg. Co., Milwaukee.
- Derailers**  
Railroad Supply Co., Chicago.
- Draft Rigging**  
Union Draft Gear Co., Chicago.
- Engravers and Printers**  
Columbian Bank Note Co., Chicago (Print C. M. & St. P. paychecks).
- Feed Water Heating Devices**  
Superheater Company, Chicago.
- Floodlights**  
Pyle-National Co., Chicago.
- Flooring, Composition (Flexolith)**  
Tucco Products Corp., Chicago.
- Flooring, Built-up Wood Block**  
Carter Bloxomend Fig. Co., Kansas City, Mo.
- Furnaces (Oil Burning)**  
DeRemer-Blatchford Co., Chicago.
- Gauge Cocks**  
Prime Mfg. Co., Milwaukee.
- Grease Cups**  
Flannery Bolt Co., Pittsburgh.
- Grease Plugs**  
Prime Mfg. Co., Milwaukee.
- Greases**  
Galena-Signal Oil Co., Franklin, Pa.
- Guard Rail Clamps**  
P. & M. Co., Chicago.
- Hose Couplings**  
Prime Mfg. Co., Milwaukee.
- Hydrogen**  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Iron (Staybolt)**  
DeRemer-Blatchford Co., Chicago.
- Lag Screws & Bolts**  
Am. Bolt Corp., Boss Nut Division, Chicago.  
Continental Bolt & Iron Works, Chicago.
- Leather (Imitation)**  
The Pantasote Co., N.Y.; Chicago.
- Lighting Accessories**  
Pyle-National Co., Chicago.
- Linseed Oil**  
Barber Co., W. H., Chicago.
- Lock Nuts and Washers**  
Am. Bolt Corp., Boss Nut Division, Chicago.
- Locomotives**  
Baldwin Locomotive Works, Philadelphia.
- Loose Leaf Specialties**  
Miller Co., H. C., Milwaukee.
- Lubricants**  
Galena-Signal Oil Co., Franklin, Pa.
- Lumber**  
McKenna Lumber Co., McKenna, Wash.  
Nashville Tie Co., Nashville, Tenn.  
National Lumber & Creosoting Co., Texarkana, Texas.  
Pacific Creosoting Co., Seattle.
- Nuts, Square and Hexagon**  
Am. Bolt Corp., Boss Nut Div., Chicago.  
Continental Bolt & Iron Works, Chicago.
- Oil**  
Galena-Signal Oil Co., Franklin, Pa.
- Oil Cups**  
Prime Mfg. Co., Milwaukee.
- Oxygen**  
Air Reduction Sales Co., N.Y.; Chicago, Seattle.  
Burdett Oxygen & Hydrogen Co., Chicago.
- Paints**  
O'Neil Oil and Paint Co., Milwaukee.
- Paper**  
Import Paper Co., Chicago.
- Printing**  
Bulfin & Son, Ed., Milwaukee.  
Collins' Sons, J. J., Chicago.  
Goodman Printing Co., (Maurice Goodman), Portage, Wis.  
Hillison & Etten Co., Chicago.  
Keogh Printing Co., Edw., Chicago.
- Northwestern Printing Co., Milwaukee.**  
Provisions  
Auron & Sons, E. A., Chicago.
- Rail Anchors**  
P. & M. Co., Chicago.
- Railroad Car Trimmings**  
Loeffelholz Co., Milwaukee.
- Rust Preventatives**  
Dearborn Chemical Co., Chicago.
- Searchlights**  
Pyle-National Co., Chicago.
- Signal Oil**  
Galena-Signal Oil Co., Franklin, Pa.
- Springs, Coil**  
Union Spring & Mfg. Co., Chicago, Pittsburgh.
- Stationery**  
Miller Co., H. C., Milwaukee.
- Stay-Bolts**  
Flannery Bolt Co., Pittsburgh.
- Steam Superheaters**  
Superheater Company, Chicago.
- Stone and Stone Products**  
T. R. Coughlan Co., Mankato, Minn.
- Tie Plates**  
P. & M., Chicago.  
Railroad Supply Co., Chicago.
- Ties**  
Moss Tie Co., T. J., St. Louis.  
Nashville Tie Co., Nashville, Tenn.  
National Lbr. & Creosoting Co., Texarkana, Texas.
- Trap Doors (Vestibule)**  
Tucco Products Corp., Chicago.
- Trucks for Cars**  
Baldwin Locomotive Works, Philadelphia.  
Bettendorf Co., Bettendorf, Ia.  
Pressed Steel Car Co., Pittsburgh.
- Tubes, Arch and Stay**  
Globe Steel Tubes Co., Milwaukee.
- Turpentine**  
Barber Co., W. H., Chicago.
- Varnish**  
Thresher Varnish Co., Dayton, Ohio.
- Washout Plugs**  
Prime Mfg. Co., Milwaukee.
- Water Softening Compounds**  
Bird-Archer Co., Chicago.
- Wheels, Car and Locomotive**  
Baldwin Locomotive Works, Philadelphia.  
Pressed Steel Car Co., Pittsburgh.
- Wire and Cable**  
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.  
Burdett Oxygen & Hydrogen Co., Chicago.