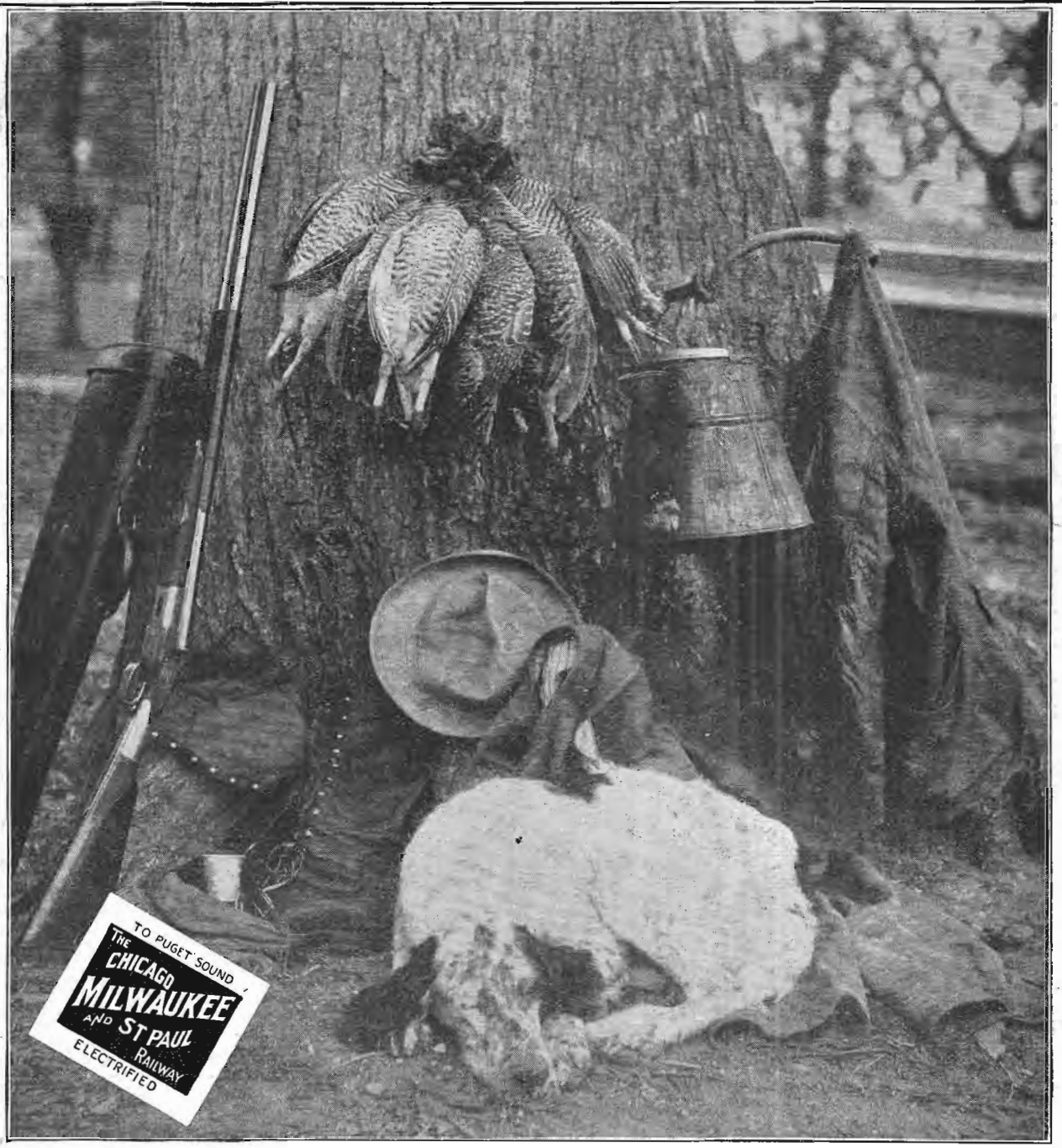
THE MILWAUKEE MAGAZINE



The End of a Pefect Day

NOVEMBER, 1925

ILLINOIS RAILROAD WATCHES



20th Century Limited

Winner 1st Prize
John Wanamaker Photograph Exhibition
Philadelphia, 1921

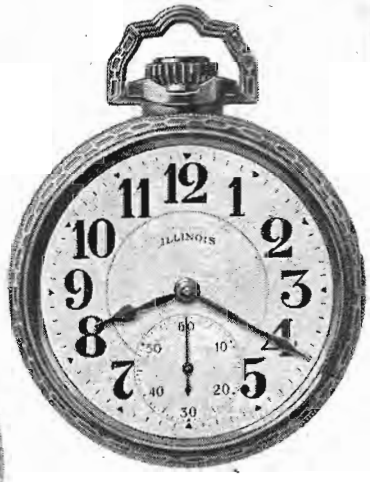
Sangamo Special

14K Filled Green or White Gold
$90.00



Bunn Special

10K Filled Regular Gold, Only
$60.00



Bunn Special

14K Filled Green or White Gold
$67.50

The Sangamo Special

23 jewels, adjusted to 6 positions: heat, cold and isochronism — Illinois Superior Jeweled Motor Barrel; will run more than 60 hours on each winding.

The Bunn Special

21 jewels — adjusted to 6 positions: heat, cold and isochronism.

FULLY GUARANTEED
BY THE MAKERS
AND MAY BE PURCHASED
FROM
RELIABLE JEWELERS
EVERYWHERE

Illinois Watch Company

ESTABLISHED 1870
SPRINGFIELD, ILLINOIS

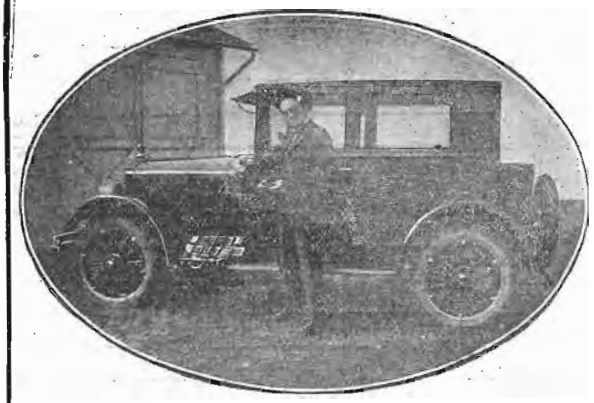
Makers of High Grade Watches Exclusively



PACKED IN ALUMINUM CIGARETTE BOX

Smart Gifts for Christmas---For All Milwaukee Employes

TRUE TALES OF SUCCESS—No. 19 of a Series—



Jewett Car and Garage for less than 6 months' spare time work selling Guaranteed Leather Goods with owner's name in 23K gold free—**you can do the same.**

H. F. SEAVER, Alliance, Ohio—in the cab for 25 years—answered the same kind of a coupon as you see at the bottom of this page. Now he is our Ohio Field Manager. One of the few successes he chalked up was to make himself a car and garage on spare time work in the beginning.

POSITIONS AS STATE FIELD MANAGERS. We still have a few positions open as field managers. These are given to REGULAR AGENTS who prove themselves worthy through good work. Rush your inquiry for free particulars. Mark coupon below. Get your sample and outfit and get started taking orders to get in line for promotion to field manager. If you want to do like Brother Seaver get busy at once. You are losing money by waiting.

GUARANTEED GENUINE LEATHER
Bill Fold, Card Case, Coin Purse



Your Name Free In 23-K Gold (City 30c, Street No. 30c, any Emblem 40c extra). This attractive engraving gives the pocket-book an exceptionally rich and handsome appearance. This work alone is worth $1.50 of anybody's money. An ideal gift with your friend's name engraved here.

The "American Bankroll," 1926 model. Beautifully made of **Genuine, Soft, Mahogany Calfskin.** Strongly stitched, neatest and most convenient pocket-book you ever saw. 3x4¾ in. closed. Contains 48-page memo-diary full of useful information, and has separate pockets for coins, bills, cards, checkbook and photo or pass card (under transparent celluloid face). You couldn't buy this anywhere else for less than $5.00. A wonderful bargain at our special price of **ONLY $2.48** for Birthday or Christmas gifts.

Send No Money!

Don't send us a penny in advance! (Unless you object to C. O. D.) Just send the coupon and tell us what you wish engraved on the pocket-book! Then when you actually receive it, simply pay the postman our remarkably low price of $2.48 (plus extra charges as shown if you want address, etc.). If you don't think this is the best buy you ever made, return it to us and we will refund your money at once, including postage. We have been selling these pocket-books nearly 20 years. You take no risk.

If no Salesman or Dealer in your city, order direct from us.

AGENTS and SALES PEOPLE

find it pleasant and profitable to show our fast selling line—part or full time work. Ask for full particulars with your sample order.

U.S. Leather Goods Co. 560-570 West Monroe St. Dept. 411-B, Chicago, Ill.

U. S. LEATHER GOODS CO., 560-570 W. Monroe St., Dept. 411-B Chicago, Ill.

Send me your Genuine Leather "American Bankroll" 1926 model pocket-book. When it arrives I will pay the postman your special price of $2.48, plus extras I have checked below. If I am not more than satisfied, I will return the pocket-book and you will refund my money, including postage, as you have GUARANTEED for nearly 20 years. Also send me your free folder, listing many BARGAINS in Guaranteed Leather.

Name	(Engraved) FREE	Be sure to check engraving you wish in addition to the name.
St. No.	☐ 30c Extra	
City ..... *State*.....	☐ 30c Extra	
Emblem	☐ 40c Extra	
Send me your special Agency Proposition	☐	

Standard o'er the earth on account of greater work

THE PYLE-NATIONAL COMPANY CHICAGO

TRADE MARK REGISTERED

Steam Turbo-Generators

500 Watts to 7½ K W.

A Complete Line of—

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

Write for Catalogue No. 101

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

FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION

Better Illumination With Fewer Units With "Pyle-National" Floodlights.

THE PYLE-NATIONAL CO.

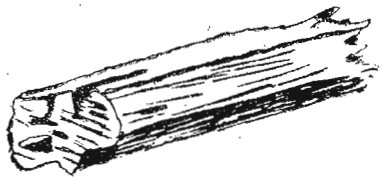
The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets

General Offices and Works
CHICAGO, ILL.

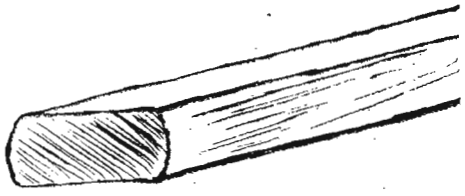
CONTENTS

		Page
The Meaning of Car Dept. Service	L. K. Sillcox	3
The Regular Rider Discourses	Smoking Car Reporter	5
Same Old Milwaukee Speed		6
Practical Fuel Economy	Will Drake	7
Dedicated to The C. M. & St. P.		8
From My Memory Book	Will A. Robinson	9
It Doesn't Pay		10
Your Railroad Job		10
The Crossing Watchman	Margaret Tallbott Stevens	10
Talking Points For Railroad Men		11
Fire Prevention Week		12
Claim Prevention		13
Sports		14
From the Bureau of Safety		15
New Work		17
Madison S. D. Car Dept Gets Second Prize		17
C. M. & St. P. Women's Clubs		18
At Home	Hazel M. Merrill	23
Special Commendation		26
On the Steel Trail		27

WHICH WILL YOU HAVE?



This untreated red oak tie failed after five years service



This .....treated red oak tie in service 20 years. Still sound.

Either zinc-chloride or cresote kills the germs and insures long life

SPEND PENNIES AND SAVE DOLLARS

Our treating plants are equipped for all kinds of

TIMBER PRESERVATION

Kansas City, Mo. Texarkana, Texas Houston, Texas

THE NATIONAL LUMBER & CREOSOTING CO.

TEXARKANA, TEXAS

THE MILWAUKEE MAGAZINE

Volume XIII NOVEMBER, 1925 No. 8

The Meaning of Effective Car Department Service

Extracts from a paper by Mr. L. K. Sillcox, General Suprrintendent of Motive Power read before the Car Foreman's Convention

PART II

(Part I of this interesting paper as printed in the October Magazine treated of ar Design and Improvement Program. Part II will take up Car Inspection in its various phases—Editor)

In general, inspection may be divided between that required in the interchange of cars among railroads, and that required to make the movement of trains safe over the handling line. Interchange inspection is standardized more or less under A. R. A. regulations, but it is within the province of the individual carrier to develop methods of freight train inspection with the view toward uninterrupted service. Some lines divide their train inspection into a number of groups, possibly three classes, designated as numbers one, two and three, and have grouped their inspection forces accordingly, based on considerations of business demands and expenses.

The so-called inspection No. 1 can be considered as that given to trains at larger originating terminals and to cover not only the condition of the equipment, but the manner in which the loads are to be placed and to enforce existing rules with the object in mind of having continuity movement obtain. Inspectors at these points can be impressed with the importance of having loads in condition to move to destination without additional expense to shipper or carrier. Such inspection can cover the acceptance for service of all necessary items such as wheels, axles, journal packing, draft gear and brake rigging, body, trucks, etc. Special attention is often insisted upon to the body when cars are inspected initially to be placed for loading or for moving empty into territory originating freight subject to damage. This often involves changing of wheels, etc., particularly in case of stock cars before movement to loading territory. Close attention can also be given to safety appliances. An organization to carry out a plan as mentioned, can be stated as consisting of two ground men, one roof man and two follow up men, covering a string of cars from one end to the other, but when time demands, then two such gangs can be placed on one string, each working towards the middle from opposite ends. Such an organization may be provided for at terminals where there are approximately 2,000 loads and 900 empties or more moved each twenty-four hours. Of course the organization for inspection depends upon the number of cars handled and the nature of the traffic.

Inspection number two can be provided for at intermediate terminals at distances ranging from 150 to 300 miles from terminals where class one inspection is given. It may be applied at division points and smaller originating or interchange stations,—the work covering the checking over for safe movement, such items as wheels, axles, brake-rigging, journal-packing, draft-rigging, safety appliances, air brakes, etc.

Class three inspection may be given to trains inbound or outbound at points after having received number two inspection at a distance of approximately, 300 miles. The spacing of inspection stations depends of course, upon the layout of the railroad. Inspectors can be stationed at points where they are in a position to observe trains moving into yard, looking for defects on wheels, brake connections, journal boxes, draft-rigging and safety appliances. There should a clear understanding in the matter of inspection as to what it means to "bad order" cars, and have them switched to repair tracks in cases where it would be possible to make repairs in the train yards. Switching is expensive and should be conserved, even though it is not charged to freight car repairs. Much can be done to save this expense and expedite the movement if handled in train yards.

While all that has been said relates to action which may be taken by Car Department employes, the element of possible loss to the service from lack of attention in avoiding cases of rough handling, cornering cars, failure to release air brakes in making stops prior to taking siding for an opposing train, resulting in pulling out drawbars and delaying both movements, etc., such losses may be avoided by proper co-operation and adequate appreciation in working out a plan in any given instance, for it is evident to most carmen that losses of this character occur too frequently and that they are not sufficiently enumerated. A poor crew can generally manage to set out a few cars each day or burn off a journal occasionly, while it takes a wide-awake and experienced train crew to treat boxes in such a way as to bring all of their cars into the terminal, or save fuel in seeing that the side doors of box cars when picked up, are properly closed, not leaving the job entirely up to the other fellow or even overstraining themselves in these acts of constructive helpfulness.

Inspection and Train Records

These records are given on a special form to guarantee the proper inspection and safe condition of cars, record of loose equipment and supplies in addition to obtaining the benefits of the train crew's experience whileen route. Defects shown on this Form should be properly corrected, the car inspector at the inbound station making certain that ample assistance has been provided to correct any of the defects reported by the conductor, so that it will not be necessary for him, in filling out this Form for the outbound movement of the train, to include any of the defects, previously reported.

It is the practice to have this Form made out in duplicate, by car inspectors, in case of freight trains place it in suitable boxes located on end of cabooses, two blanks with carbon paper between, all placed on a suitable board and of same dimensions as report and held in place by rubber band near the top. In the case of passenger trains the report is handed to the conductor. On arrival at inbound station, the car inspector meets the train and receives Form 975, noting thereon the number of brakes cut out and signs the report in the space provided. It is the practice at this time to note whether the brakes cut out have air brake defect cards attached. Inspectors also look over the report to see whether conductors have shown any difficulty with train while in their possession; and if any trouble is reported, same is corrected immediately where possible. The original of the report is then forwarded to the division superintendent and the duplicate retained by the local car foreman in charge of the station at which train arrives. These copies are kept in neat order, so as to be readily accessible in the event it is desired to look up record of any train arriving at the station. These reports are used on all divisions and cover the operation of a train from one terminal to the next terminal; and where a train goes through several terminals, the car inspector arranges to supply new forms to the conductor taking charge of the train leaving the station. In other words, the one form is not carried through from the origin-

ating station to the final terminal.

Special Passenger Car Inspection

Freight train inspection is vital to safe and prompt performance, while another Form shows a method of procedure for use in the matter of passenger cars covering apparently minor, but nevertheless, essential features. This Form was devised to overcome the many annoyanees experienced of a detailed nature, due to conductors and porters claiming to have reported certain conditions which carmen have failed to correct.

Such items as fixtures for lighting, berths, upholstering, heating, ventilating, plumbing, kitchen equipment, sash and doors and other minor features as are observed by porters and conductors enroute are entered on this Form for use of carmen at terminals. This provides for the conductor making a report on the condition of cars in the train covering each item listed and showing whether in good or bad order by means of symbols. At the end of the run the conductor places two copies of this report in the switchboard locker door of the car, where it is taken out by the car inspector. The carman then makes the necessary repairs and marks items repaired as he goes along, this to insure having all work done as required, in addition to any which the car inspector himself may note. When the work is completed the car foreman places one copy properly marked, in the switchboard locker door, so that the conductor may review the same and see that it has been done before leaving on the next trip. If repairs are found to have been made, the conductor will sign the report and forward to the Superintendent of Sleeping and Dining Service. Where superior service is demanded, this system usually results in proper care of the minor but noticeable items of defects. In addition it gives a comparison of care in inspection between road and yard forces.

AirBrake Inspection

There are so many parts of equipment which require inspection and proper care to attain efficient service that it is not possible to concentrate too much on one particular item of inspection without neglecting the other, yet, inspection of air brake apparatus is one of the most important, not only as a matter of safety, but to reduce losses incurred in dragging brakes, leaking air, etc. Much attention is given to this feature of the work because it requires mechanical precision and perfection. It is essential that definite maintenance regulations be established for work done on repair tracks and shops, and if this has been well established and systematized, it is then a question of constant and proper inspection for service on the road. The training of inspectors for this class of work must be specific and in detail. They are directed to observe hand brakes, air and signal hose, piping, brake rigging clearances, couplings, piston travel and the necessity of cleaning brake cylinders and slack adjusters, dirt collectors, triple valves, retainers, etc., at proper intervals.

In case of air hose for instance, soap suds or repair tracks is used to determine leakage. The period of service is closely checked to determine the renewal requirements. Brake cylinders and reservoirs are inspected to see that they are kept tightly secured to the supports. The instructions as to adjusting brakes, piston travel, brake levers and other items of detail are set up specifically and fully systematized. When brake shoes are found to have a reddish color, inspectors know that this indicates long application of brakes which usually heats the wheels and therefore, requires a close inspection as well as an examination of the brake apparatus, to determine the cause.

As to the inspection for cleaning air brakes, the A. R. A. rules are followed closely. Reports of cleaning are sent to a central office, and when it is found that the same cleaning is necessary to be repeated within three months of the last date, special investigation is made, tracing back to the original point to determine the methods employed or the responsibility for lax work. It is expensive to have a police system to see that work is properly done. We talked this matter over at some length and we decided that we did not need to pay any attention to brakes except where they had to be attended to within three months of the last cleaning. It shows up where the lax work is being done if the previous job was not properly handled, and those are the fellows we are looking for. This will give us a line on where the poor workmanship is being done, and who is lax either in actual work or supervision. We had cars on a certain transcontinental train operating over several roads, where brakes were sticking. We kept after this, but for a long time,, could not locate the trouble. But our reports finally located the trouble, and it was on one of the other lines.

Wheel Inspection

The inspection of wheels can be reduced to a specific and systematic arrangement, and this plan is of great convenience. The organization of forces for intensive inspection of wheels should be specifically set up by localities. We have found that practice desirable and efficient in the manner of placing responsibility not only for passing wheels in inspection which should have been removed, but preventing undue removal of wheels which should have been kept in service. All wheels and axles removed are checked at specified points, and on each axle is marked the symbol showing the nature of defects for which removal was made, giving car initial, number, station and date. The system of symbol used is as follows:

Symbol	Wheel Defect
W-1	All right for service
W-2	Bracket Cracked
W-3	Brake-burned
W-4	Burned from fire
W-5	Chill worn through
W-6	Flange broken
W-7	Flange chipped
W-8	Flange worn thin
W-9	Flange worn vertical
W-10	Hub burst
W-11	Hub worn
W-12	Large axle fit
W-13	Loose wheel
W-14	Plate cracked-front
W-15	Plate cracked-back
W-16	Rim broken
W-17	Rim chipped
W-18	Seamy
W-19	Shelled out
W-20	Shoulder worn
W-21	Slid flat
W-22	Tread cracked
W-23	Tread worn out
W-24	Wheel broken
W-25	Wheel condemed by remounting guage

Other reports are rendered to show wheels pressed off, mounted, guage readings, etc. with a complete record of wheel numbers. Axles are classified in somewhat the same manner as wheels to cover defects.

(To be continued)



Terminal Trainmaster M. Gallagher and Assistant Superintendent H. F. Gibson Taken at Perry Picnic

My Old Wisconsin Home

A Bent Rail

O'er the green hills and the valleys,
My gaze is fixed each day
While buds and flowers smile back at me
As I travel on my way.

My heart is ever longing
For that free untrammeled life,
Where the birds are ever singing,
So free from care and strife.

When the fleecy clouds are drifting,
Their shadows to and fro,
And the little lambs are playing
In the meadows green and low.

On the hillsides in the shadow
Of the pine tree and its song,
Is the trail I love to follow,
For it sings the whole day long.

I am dreaming now of childhood,
When a boy I used to roam
Thro the meadows and the wildwood,
In my old Wisconsin home.



K. P. After the Picnic

The Regular Rider Discourses on Railway Economics

Reported from the Smoking Car

"I see by the newspapers that the Receivers of the "Milwaukee" Railway have asked the Minnesota State Railway Commission for permission to take off the local passenger train between Minneapolis and Wells because it isn't paying" said the Regular Rider. "That sort of thing is happening all over the country and pretty soon there won't be any local passenger service any place."

"Well," said the stout gentleman, "we have the Busses."

"Yes," replied the R. R., "we have the Busses, but how about a cold day and a blizzard? What do you have then? The Busses certainly are a fair weather friend."

"Well," answered the stout Gentleman, "you can't expect people to sit around all day just to patronize the railroads, when they don't care enough for the public to run more than one train a day. They brought all this on themselves, by getting behind the times."

"My Friend" said the R. R., "it wasn't that the railroads didn't want the business or weren't awake to modern methods. It was because they didn't have the money to adopt them.. Our whole policy for the last twenty years has been to force down fares and freight rates, so that a railway investor couldn't get a fair return on his money and how are you going to get them to put up more money if they can't see anything coming back on what they have already put in."

"The condition of the "Milwaukee' Railway is the consequence of the continued underselling of their service; I might better say under pricing because underselling carries with it the implication that it is the wilfull act of the seller while underpricing does not. I don't think that the underselling of the "Milwaukee's" service has been the fault of the management. It is the result of the restrictions put upon them by the Government Bodies. The people are to blame for this and they are now reaping the harvest in a curtailed service because they were not willing to pay what better service costs."

"I am an official" continued the R. R., "of one of the largest industries on this system and I think the largest concern of its kind in the world. We have realized for some time that we were not paying high enough freight rates and we have been somewhat worried about the future of the transportation lines. Of course conditions will adjust themselves, but while they are doing it there is a big inconvenience and expense to put up with and I think that it would be a good thing if we and some other large shipper's would intervene in the petition of some carrier to force a granting of higher freight rates to the railroads."

"Isn't that a rather unusual attitude for a shipper to take"? remarked the Stout Gentleman.

"Unusual, yes," replied the R. R. "but entirely justifiable as I think I can show you. We are purchasers of all sorts of manufactured supplies as well as raw material, and we know that we must pay what an article is worth, or the time will come when we will not be able to get it. We may occasionally be able to get something for less than it is worth, due to unusual conditions, but those same conditions are the result of combinations of circumstances that are bad for business in general and we know that if they are extensive enough, they will also effect the market for our product. So we do not like to see them and we would rather pay a little more and always have times normal."

"Economists tell us that there are two values to every commodity,—the market value that is regulated by the supply and demand, and the normal value which is set by the cost of production. The normal value cannot be tampered with. When a product is manufactured or a service is organized, it represents an expenditure of a definite amount of money for labor and material, which cannot be altered, and the ouly way to get it back is to sell the article for that amount of money. If the manufacturer cannot get back what he puts into an article, he must cease to offer it. If he continues to offer he must cheapen it to suit the pocket-book of the purchaser. In any case the buyer no longer has the same thing offered to him."

"In the case of the railroads, and of the Milwaukee, in particular a service has been furnished, to the patrons for a number of years, for which they have not paid an adequate price. The stock holders have continued to furnish it, choosing rather to forego their profits and live in hopes of future relief, than to quit operations altogether, and have the Interstate Commerce Commission confiscate their property for suspending service without their permission. This situation cannot however long continue and I am now speaking of all railroads in general when I say that the rising prices of labor and material have reached a mark where the margin of profits is not sufficient to absorb them, and some railroads have been compelled to quit business and abandon their right-of-way. The majority have continued to exist, as I said above, by foregoing improvements and betterments."

"There are several railroads that are well kept up systems," said the Stout Gentleman.

"True enough, to a certain extent" said the R. R., "but I don't believe that in any of our railway systems, as they exist today, we have the fullest advantages of modern inventions, as they could be applied to transportation. A few weeks ago one of our principal railroads advertised the twenty-third anniversary of a famous through train and one of our largest metropolitan newspapers in commenting on the anniversary and the advertisement editorally called attention to the fact that the schedule of this train was two hours slower today than it had been twenty-three years ago when it was inaugurated, and that the railroads in general had not made any improvement in speed in the last twenty-five years. Although as an American I hate to admit it, I think that the essential facts of this statement must stand without possibility of successfull contradiction. I know that the transcontinental speed record made in the "seventies" still stands. What other business is there that has not made an advance in the last twenty five years? There is none; there could be none. Any private enterprise would have been forced to quit long ago, and then if there was a real need for their service the law of supply and demand would have come into play, to raise the price to a point where it would have been profitable to resume.

"The railroads have lost a tremenduous amount of business, both freight and passenger to the automobiles. The reason for this is evident to everyone. It is not alone an item of cost; it is one of frequency of service. But the railroads are doing the best they can with the expenses that they have to meet. I think that it takes about five men to operate a steam locomotive and train. You could run an electric car that would do all the business that a lot of these trains do nowadays, with two men. The solution of the whole problem lies in the expenditure of capital to bring the railroads up to the highest point of development, as I said before, but how are you going to get capital for a business that shows no profits or at least uncertain ones. It comes right back to what I said in the beginning, that if you don't allow the producer to get back what he puts into an article, you discourage its production and you will soon find yourself without it.

"The Minneapolis Street Car Company, is putting a sign on all cars, that the way to maintain a service is to use it. That is about the most forceful and concise way to express it but it is only half of the story. You not only must use it but you must pay what it costs to give it. The attitude of the public towards the railways has been to push the rates down and get transportation as cheap as it could, and it is still continuing this policy. If you read that a certain railway has asked for an increase in rates you will also read the local commercial organization has begun proceedings to oppose it. Before the matter is settled, hearings are held and thousands of dollars and reams of paper are devoted to fighting the increase but not five minutes or five cents is spent in honestly trying to find out what the service is worth or what the public can afford to pay."

"How much money do you think that it would take to modernize and electrify a railway like the "Milwaukee"? asked the Stout Gentleman.

"I don't know any thing about it," said the R. R. "I am not a railroad man."

"Well for a man who doesn't know any thing about it, you have done a good deal of talking," replied the Stout Gentleman.

"I haven't said anything that could be restricted to the railroad business." replied the R. R. "I have simply showed the application to that business of certain economic laws, that every High School student knows and that every business man learns by experience, and my proposition is briefly this; that the public is in danger of finding itself without an adequate transportation system, because it has refused to pay an adequate price."

"In the case of public carriers who are subject to the mandates of Federal or State Commissions, the laws of value as set by the cost of production or supply and demand may be suspended for a time, but they are none the less sure of action in the end nor less severe be-

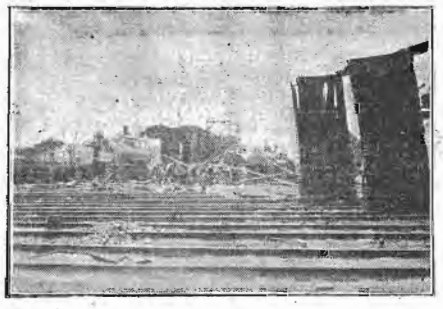
cause they are deferred. Corporations or individuals who are persistantly giving their time and influence, to fighting every proposed railway rate advance, are not benefitting either themselves or their business. If you want to insure an uninterrupted and adequate supply of any thing, you must pay what it is worth and if the people do not realize this now they will realize it at a not far distant date. By their present policy they are sowing the wind to reap the whirl wind,—living in a fool's paradise. and piling up wrath against the day of wrath. Without relief to the railroads through proper compensation, the day will surely come, when there will be a complete breakdown of service, or the Government will be compelled to pour in billions of dollars to rehabilitate the lines. When it does the Taxpayers will furnish the money."

"Such a thing never has happened in our history and I am not much afraid of it," said the Stout Gentleman.

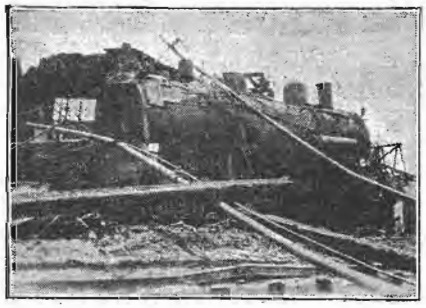
"It never has happened, eh?" said the regular rider. "How about the last war? And if the railroads didn't cost the Government enough, then how about the Merchant Marine? There was a time when America controlled the merchant ships of the world, but on account of a rising standard of living in this country that brought on higher wages, operating costs increased so that American Ships could not compete with Foreign ones. Our short sighted politicians couldn't be prevailed upon to protect them with a subsidy; as all other Nations have done with their own at some time and as some are still doing. Our domestic industries were protected by the tarriff, but the steamships outside of the fence as it were, were left at the mercy of cheap foreign labor and they quit. They could not get back what it cost them to give their service.. When we got into the world war, we had no ocean transportation system and one third of all of the money that we spent during the war went to provide a means of getting our men and their supplies over the water. It was the same cause and the same result, as I am saying is operating now in the railway game. The only difference is that with the railways it is Government regulation that is keeping the rates down, and public patronage that is necessary to save them. With the steam ships, it was foreign competition that kept the rates down and Government patronage that was needed to save them.

"You know you don't get something for nothing in this world. Sooner or later you have to pay in one way or another, or get along without what you want."

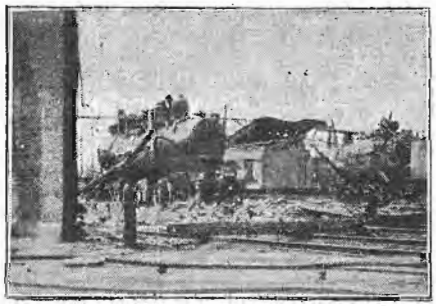
Same Old Milwaukee Speed



After the Fire, August 3rd.



One of the Damaged Locomotives

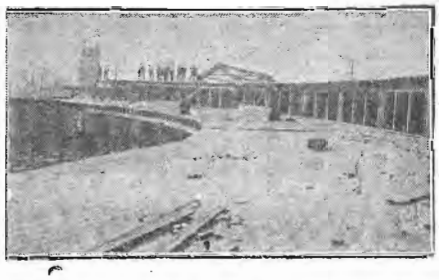


In the Ruins

When there are emergencies to meet, speed records to establish and important work to be done, the "Milwaukee Spirit" may always be depended upon to put the thing over, whatever the matter or however big the job. The building of the big shoo-fly in Sixteen Mile Canyon after the earthquake had rocked a part of the mountain down in front of the west portal of Tunnel No. 8 in record time can now be matched with the job of rebuilding the round-house at Sioux City after fifteen stalls had been destroyed and ten engines damaged.

The fire occured at 3.10 the morning of August 3rd and before it could be extinguished had done a very considerable damage.

The smouldering embers had not yet cooled before the section and round-house men were in the ruins preparing to remove the wreckage and get ready to rebuild. The B & B Department under Mr. La Fountain and Division Engineer Christenson were on the ground immediately and by the 6th, men and materials were arriving to commence the construction work. Chief Carpenter John Evans of the Kansas City Division came up to Sioux City and with Chief Carpenter R. E. Nichols of the S. C. & D. Division, the work was under way without delay. It was estimated at the outset that the work would take from sixty to ninety days, but in exactly six weeks from the date of the fire the job was completed. The credit for this splendid piece of work is due to the splendid cooperation of the officers and men of both divisions who worked with might and main to get the building done before cold weather.





Rebuilding—Showing Progress, August 30th



Division Engineer Christensen and Chief Carpenter John Evans.

The damaged locomotives were sent variously to Perry, Minneapolis, Mitchell and some remained at Sioux City. for repairs. They were the 8096, 2758, 2354, 2118, 2869, 1274, 1185, 2231, 2305, and 2320; and all of them are back on the road again.

Let Us Give Thanks

Mrs. Fred Rasmussen, Marion, Iowa

We give thanks, for the harvest
And the fields of golden grain,
For the many things God sent us
But dont, let us, forget our train.

Let us give thanks, for its one of life's blessings
The glory of man's fertile brain,
Civilization's greatest monument,
Our track and our railroad train

Every inch of the ground that it covers,
Is hallowed, by the faith of all,
No matter, their creed or their color
The railroad is their's at their call.

So let us teach, the little children,
And all, that do not know,
That the railroad ground is sacred,
Humanity's needs have made it so.

And we can keep it holy,
Each in our small way
By approaching very slowly,
Every open right of way.

Practical Fuel Economy

By WILL DRAKE

Part III

In the last article it was shown that the low economy of a locomotive was due to forcing the boiler, that forcing the boiler was accomplished by increasing the rate of combustion; and that the rate of combustion was increased by augmenting the air supply to the fire. It will be seen therefore that the amount of fuel that can be burned on a grate of any given size depends primarily upon the draft. The character of the fuel is also a factor in the calculations; but in the cast that we are studying where the space limitations necessitate the the use of a comparatively small grate surface the horse power is a direct consequence of the draft. As an engine in otherwise 100% condition may fail completely for lack of suitable drafting, it is an essential feature and the fireman will do well to understand how it is produced even though he may never have occasion to adjust it. For that reason space will be given to a brief explanation of it.

Probably no other improvement made by the Stephensons in the steam locomotive played so important a part in establishing it as a practical machine and insuring its present stage of development as their application of the exhaust steam to draft induction.

Locomotive draft is of the type known as induced draft to distinguish it from the type used in stationary plants where the draft is forced through the grates and referred to as forced draft. Contrary to the general impression though, the exhaust in the locomotive smoke box does not "pull" the air through the fire. The principal is that of the jet syphon. Steam is a gas and it is characteristic of gasses that when they are expanded from a pressure through a small opening, their rate of movement or velocity is greatly increased. This is due to the molecules of the gas not only pushing against the sides of the nozzle to get away, but also because they push away from one another. When the steam from the exhaust comes out of the nozzle it moves very fast, and while doing so it is expanding,—that is the molecules are pushing away from one another. The space between them becomes filled with the molecules of the gasses, which thus become entrained with jet of steam and move along with it so that they are carried out of the stack. This leaves a vacuum which causes the gasses in the flues and furnace to rush in to fill the place of those carried away. These, in turn, are caught in the steam jet and carried out and the result is a great difference in the pressure between their air over the fire and that outside. It is the pressure of the air outside pushing through the grates and fuel bed to fill the partial vacuum induced, that provides the oxygen for combustion. The effect is the same as if there was a fan blowing the air in, and it must not be supposed that there is not, likewise, an expense for the power, because to give the steam the proper velocity or speed through the stack,, the nozzle must be designed to slightly suppress the flow, and this causes a back pressure in the cylinders, which is a decided power consumer.

The draft is the greatest factor in creating power, but it is also the greatest medium for heat losses. One of these is the fuel carried away in the cylinders. The University of Illinois conducted a laboratory test on a consolidation locomotive to determine the amount of this loss, and it was found that from 3% to 25% of the weight of dry coal is discharged from the stack in the form of cinders, the lower figure for a pressure drop of approximately 1.5 inches, the higher for a drop of 12 inches. There is also a damage by strong draft to the heating surface of a boiler from abrasion by moving particles. The greatest loss has, however, been previously hinted at. It is caused by the inert gasses mixed with oxygen in the air which enter the ashpan at outside temperature and leave the stack at front end temperatures. In order to appreciate the extent of this loss, the reader must have some conception of the amount of air that a fire takes when under draft. As has already been stated our only source of supply for oxygen is the air, which moreover, is not pure oxygen, but is a mechanical mixture of oxygen and other gasses, of which the other gasses comprise 77% by weight. To get the required amount of oxygen, therefore, more than three times as much of these other inert gasses must be passed through the fire. They perform no useful function, and besides being a medium for carrying away heat, they dilute the oxygen so that an amount greatly in excess of theoretical requirements is necessary. In a previous article, a formula was given for computing the heat losses in chimney gasses, and if the reader is interested enough to work out a problem involving an average firebox of, say, 82 square feet and a rate of combustion of 125 lbs. of coal per square foot per hour, he will find that about a quarter of a billion cubic feet of air passes through the grates in an hour; and that, at least, 15% of the heat value of the coal is a total loss through the means of the stack gasses. When the quantity of air required is considered the necessity of keeping the space below the grates open, will be appreciated.

If a strong draft is necessary to sustain the required rate of combustion, and at the same time is the greatest medium of heat loss, the solution of the problem lies in giving the fire just enough draft to effect perfect combustion and no more. This is where the skill in figuring comes in. At first thought, the fireman who reads this will probably disagree with this statement, because he will say that the regulation of the draft is not within the power of the engine crew, and that he cannot be expected to show any skill with things that he cannot control. This is perfectly reasonable, but while he may not be able to adjust the draft itself, he can produce the same results by regulating the quantity of fuel. If a man's coffee is too strong, he cannot remedy it by taking any of the coffee out, but he can get the same effect by putting more water in.

The fireman's skill is displayed in his ability to keep the fuel bed at just the proper thickness for the strength of the draft. Too thick a fuel bed will produce the same effect as too little draft; and too thin a bed, that of too much draft. The most economical thing to do is to carry as thick a fuel bed as possible at all times. A thin bed has less reserve to draw on in case of sudden demands for power; and besides the heat losses are hardly as great from over-loading a fire as from carrying it too thin, so that it is better to err in the first case than in the second.

Northern Montana Division

M. N.

We all enjoyed the opening of the hunting season, most everyone getting their limit, except one fireman, and we understand he is gun shy. Well that is the limit too, as he was in the service during the war, and should be scare proof.

W. J. Retallick and wife have returned from a two week's vacation spent at Hunter's Hot Springs.

Mrs. Roscoe Bozarth, formerly Miss Bertha Munson, is back at her desk in the Master Mechanic's office, after a ninety day leave of absence.

We are sorry to hear of Section Foreman Dan Hildahl's painful accident, September 23rd. He and his crew were working in Hanover Yard. The Three Forks Portland Cement Company were doing some blasting in the mountains, and a flying piece of rock struck Mr. Hildahl, breaking his leg just below the knee. Had not the rock broken and only a piece of it struck him, Mr. Hildahl would in all probability have been killed. He was immediately taken to St. Joseph's Hospital at Lewistown, where he will be confined for several weeks to come.

Mr. and Mrs. E. L. Lockwood and their two granddaughters have just returned from a very pleasant trip East, visiting at several different points in Wisconsin.

Miss Elna Fritsen of Fresno, Cal., has accepted the permanent position of Steno-Clerk in the Superintendent's office.

Mrs. Pauline Coville of South Byron, Wis., is visiting her son, Frank M. Bailey, Baggageman at Lewistown. We understand Mrs. Coville thinks this country would be all right if it weren't for the "great, big" striped snakes we have here.

Harry Spears and his crew last week finished the cleaning and painting of two big trestles between Amherst and Danvers.

C. J. Callahan has accepted the permanent position of Section Foreman at Coffee Creek.

There is still a profusion of bushes around Denton. How are you "Hairy?"

Messrs. H. M. Gillick, L. K. Sorensen, W. E. Ring and the Roadmasters have just completed their fall bridge inspection. Conditions generally were found to be good, although some repairs will be made.

Section Foreman Leo Companion has been transferred from Grass Range to Straw, to relieve Foreman Edward Jimmerson,, who has taken a six months' leave of absence.

R. B. Gilham and wife left the 6th for a ten days' business and pleasure trip to Portland.

Messenger E. L. Lockwood has taken the Lewistown-Harlowton run, Messenger L. J. McCann going to Missoula.

Dedicated to the C. M. & St. P.

The Road that carried us through the Earthquakes in Montana

Passengers, including the Baptist party on Section 1 and 2 of the Olympian, Chicago, Milwaukee & St. Paul trans-continental flyer, spent some of the tensest moments of their lives, when their train was hit by the earthquakes and hemmed in by landslides near Lombard, on Saturday, June 27th. The slides ahead and behind, forbade all movement for 39 hours. The passengers waited through the darkness of two nights and all day Sunday, momentarily expecting other slides to engulf the train. Only through the calm judgment and quick action of the Engineers of the Electric Locomotives was the train saved by a margin of 20 seconds. The spot where the quakes occured is one of the wildest in Montana. These impromptu songs were written to express the pentup feelings of the grateful passengers.

(*TUNE*: *"Sweet Adeline"*)

C. M. S. P.,
C. M. S. P.,
If not for thee
We smashed might be
In every dream
It still does seem
Earth doth q—u—a—k—e
And all kness s—h—a—k—e!
C. M. S. P.

Conductors fine,
O'er all the line.
With Porters all,
At beck and call,
Did serve us well,
As all can tell.
The Barberman
Kept spic and span
The clientele,
C. M. S. P.

Good Steward, Cooks
And Waiters, too,
If not for you
We'd hungry been.
We've had our fill,
Without a bill,
Thanks to men
Of gen'rous road
C. M. S. P.

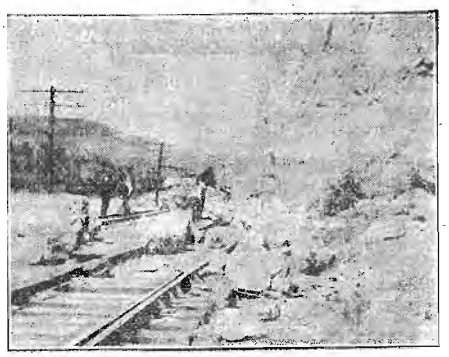
Oh Trainmen true,
Who saw us through
The perils great,
With lives at stake;
In mem'ry long,
We'll sing your song.
Noble crew!
We'll pray each day:
May God bless you!

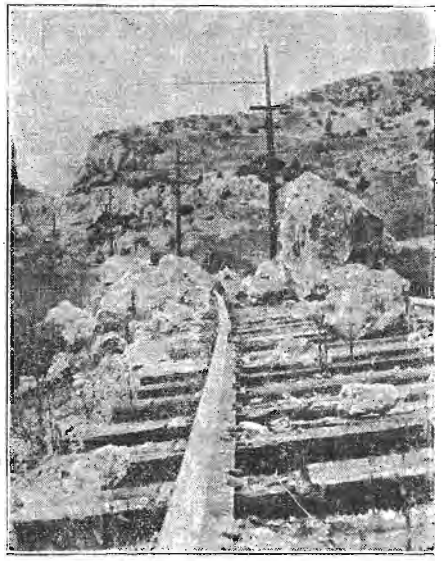
Father above,
Great God of love.
Whose mighty arm,
Saved all from harm,
Throughout our days
We'll sing thy praise
And be Thine,—
Forever Thine—
Oh Lord Devine!

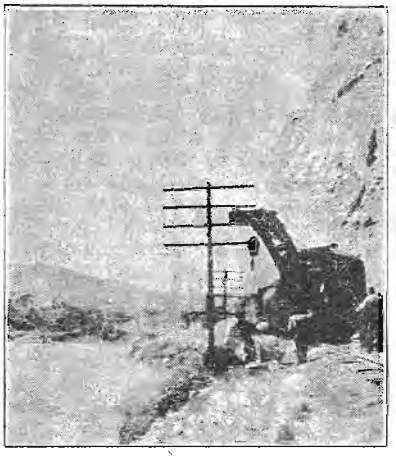
Rev. Alexander G. Bennett. Pastor, M. E. Church, Bremerton, Wash.

Rev. H. Frederick Hoops, 995, 6th Ave., New York, N. Y.

Pastor, Mariners Harbor Baptist Church New York City.







Three Views of R. M. Division Track along the Missouri River after the Earthquake.



Traveling Engineer Geo. Spaulding and Rev. F. H. Hopps standing in front of a fallen Boulder.

From the East Coast to the West

(*TUNE*: *It's a Long, Long, Trail"*)

It's a long, long trail a winding.
From the East Coast to the West;
But of all the lands of all the Earth,
America's the best.
But when you're in Montana,
And the rocks come tumbling down,
You're glad to get where you are safe,
In good old Puget Sound.

Puget Sound

(*TUNE*: *"Sweet Adeline"*)

Oh Puget Sound,
Fair Puget Sound,
I've travelled far
The world around,
O'er land and sea
Thou callest me,
Peaceful Sound
Where charms abound,
Oh Puget Sound.

It's a Long Way to Seattle

(*TUNE*: *"Tipperary"*)

It's a long way to Seattle
It's a long way to go;
It's a long way to Seattle
Where the fruits and flowers grow,
An earthquake hit Montana
And shook us up for fair,
But we're headed now
For safe Seattle
And we hope to get there!
But we're landed now,
In safe Seattle
And glad to get there!

From the Banks of the Wabash

Roberta Bair

The most recent organization on the Terre Haute Division is seven bowling teams, consisting of two from the Locomotive Department, one from the Car Department, one from the Freight Office, two from the SStore Department, and one oneconsisting of Car Department girls. The girls' team is in a separate league and is to be known as the Milwaukee Girls' Team. No doubt all seven teams will be in the Milwaukee Tournament. Any visitors in Terre Haute on Monday nights should make it a point to be at the Central Academy between the hours of seven until nine in order to keep score for the Milwaukee bowlers. The girls bowl on alleys 11 and 12. This, no doubt, will interest the Shieks. TThe league is to be complimented on having such "stars" as "Gutter" Notley, "Scoops" Pearce and "Kid" Griffith. These boys have the ear marks of 9005 consistant bowlers and will no doubt carry away the honors. We suggest that some of the 'stars" reserve an extra night or two in order to get in the class of the above named trio.

The ar Department clerks and officials met at the home of Mr. and Mrs. SSamuel Amour, on September 30th, at which time they presented them with a set of cut glass sherberts and goblets, as SSam and Madge are newlyweds. AAn enjoyable evening was spent and we must say they have a mighty nice little home and we wish them much happiness.

Mr. and Mrs. A. H. Austin and family motored to Darlington, Indiana, Saturday, October 10th, and spent the week end with Mr. and Mrs. Curry. The Austins made this trip in their new Oldsmobile.

Mr. Freddie Stockwell has reported success with his newest girl's family. But who would'nt like Freddie, we ask.

Mr. Forrest Plate, Car Department clerk at Bedford, and wife have returned from a trip in the east.

From My Memory Book
Reminiscences of Old-Time Train Service Men

Will A. Robinson

I have been asked so many times if I could put another leaf from my memory book in print, and returning recently from the funeral of our loved friend Conductor Osmond L. Forkenbridge with so many of the old timers in train service, my mind was flooded with recollections of those early days when we were all young together.

As our group is narrowing down every year, it is well in these rushing times that we bring to mind of the younger train men, some of the events and difficulties with which we contended in the days of long ago,—of wood burning engines, hand brakes, link-and-pin couplings, etc. It was all in the game of railroading then, and with all our joys, sorrows and dangers, we never complained; and if a man lost a few fingers in coupling freight cars, if he had enough left to set a brake or handle the links and pins, he was glad to take his run again as soon as the wound was healed.

I seem to recall several old timers, some now alive and in active service who lost fingers in their early railway careers. Mr. Forkenbridge, I believe, had lost a finger, and conductor Wm. Hill is minus one. Veteran conductor, O. P. Taintor, late of the Walworth milk train run, lost one finger when he was a newsboy on the Winneconne mixed train, while helping the crew switch.

I broke with two partners on the LaCrosse Division in the early 70's, one of them, Charlie Johnson, who lost the first two fingers of his right hand, and afterward went on an engine, firing and became an engineer. Another "star" railroad man, Bill Loomis of Kilbourn lost all the fingers of one hand, his left, I believe, then tried to learn telegraphy; but the railways adopting the automatic air brake about that time, he came back on passenger, and soon after was given a freight train, later, being promoted to passenger conductor on the Chippewa Valley Division. He had been a Wisconsin River raftsman running the logs through the Dells, and was a pretty good man to handle the lumber jacks up on the "Chippewa."

Another "leaf" contains this little incident. It happened to us one winter night on No. 2, Lax Division, Bob Grace, engineer with engine 33, a wood-burner at that time. Bob was the last of his class in active service, who was on our through passenger runs in 1873, the year that I came to the Milwaukee, and coupled the 33 on at Portage. Our time during that cold winter was about eleven hours from LaCrosse to Milwaukee, very often running over a broken rail. We were on time at Doylestown and had only the engine and baggage car, two little coaches and one through sleeper. The conductor was N. W. Todd, who was a veteran then, and he had been the fourth passenger conductor in the state of Wisconsin, having been on the old Watertown road when "Hub Atkins" ran a train there. We had two brakemen, I was on the rear end when we headed out of Doylestown round the curve down the grade, I generally set the sleeper brake to ease the train down the hill. When the inspiring "toot" of "Down Brakes" rang out and we two brakemen swung them down and around for keeps, soon stopping; and the reason was that Bob's engine had broken a driving rod up close to the axle and it was swinging around and knocking the side of Bob's cab seat and windows and he had been lucky enough to leap to the fireman's side to avoid the danger. At last the rod stuck right through a tie and threw the engine wheels off the track, but she kept running along on the ties until we brakemen got her stopped. We had few freights that zero weather and when I went back to flag, all bundled up, with my white and red lanterns, I had to stay out about four hours before a freight came along; in the meantime getting some wood and boughs to build a fire to keep from freezing; but as I said, it was all in the game and we did not kick.

The Curbstone Philosopher Says:

All that hair-tonic raises is hopes.

Everything has been explained now in connection with the World War, except who won it.

The best way to study the English language is to drive past a traffic cop, when the sign reads "Stop."

Perhaps the reason we like babies is because babies do not go around repeating the smart things their parents say.

Mother used to worry about the whereabouts of her wandering boy, and now, as a general thing, she doesn't know much about where her girl is either.

It's a wise cow that stays near the barn during the hunting season.

There are people who actually believe their troubles interest others.

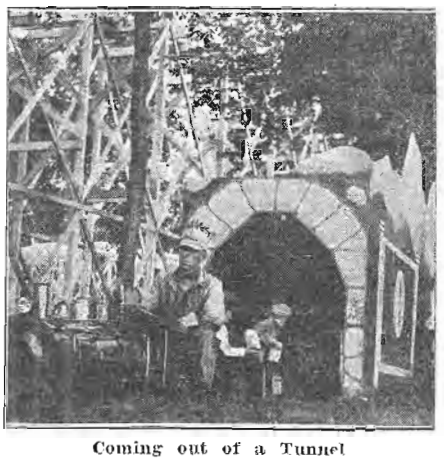
A pessimist is a man who would want things different even if things were different.

Never argue with a man who just likes to argue unless you are big enough to hit him in the nose.



The Little Train at the Terminal

The accompaning photos are of the Little Railroad and Train at Bayside Amusement Park, which is situated directly across Clear Lake, from the Milwaukee station of Clear Lake, Ia. The Little Train, which carries thousands of children and grownups during the summer months is owned and operated by Howard Neelings, who is a well known and popular engineer on the I. & D. Divn. running out of Mason City. The little locomotive has a boiler 56 inches in length, contains 30 flues, carries a boiler pressure tested at 200 pounds and a working pressure of 145 pounds, cylinders measure 12 inches, has 12¼ inch gauge drivers and 2 9-16 inch piston valves. The little train circles the entire amusement park, passing thru little tunnels and cuts on its route. Mr. Neelings being a C. M. & St. P. Ry. engr. operates his little train under the C. M. & St. P. Standard rules, crossing whistles are sounded and bell is rung at all dangerous places, and at the completion of each trip, the station whistle is given on arrival at the terminal. Along the little railroad is a miniature water tank and coaling station, where the little engine stops for coal and water. Everything is carried out in regular "MILWAUKEE" style. The letters C. M. & St. P. Ry. and the number 6109 is printed on the side of the engine and tank. There is a regular C. M. & St. P. F3 class engine 6109 running out of Mason City, which Mr. Neeling often drives, and the little engine is a miniature of the big passenger locomotive of the same number, which races across the country on the opposite side of the lake. One photo shows Mr. Neelings setting at the throttle of the little engine at the starting terminal and the other gives a view of the train on its way just emerging from one of the tunnels. This little train is the delight and joy of hundreds of children for miles around, and Mr. Neelings, who takes a real pleasure in operating it, is always kind and thoughtful of his little passengers, and is continually on the alert to see that the little ones are carried safely over the line.



Coming out of a Tunnel

Gratitude

"Your remedy has worked wonders in my case," wrote a grateful woman to the patent-medicine concern. "When I began taking it six weeks ago, I was so weak I could not spank the baby, now I am able to lick the stuffing out of my husband. May Heaven bless you, sirs."

—*Selected.*

THE MILWAUKEE MAGAZINE

Union Station Building

Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

Single Copies, 10 Cents Each
Outside Circulation, $1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill. Advertising Manager, Arthur E. Needham, Room 790, New Union Station Building, Chicago, Ill.

It Doesn't Pay

Recently a Roadmaster, two section foreman and a station cashier on this railroad conspired to make a little money on the side by "padding the pay-rolls," or in other words carrying "dead men" on the rolls, for whom the checks were issued and cashed by the station cashier, then splitting with the Roadmaster. The conspiracy was discovered by the division officials and the men were arrested. The evidence showed the Roadmaster to have been the ring leader, and he and one section foreman received in addition to fines, sentence of six months, each, on the Penal Farm of the State. The other section foreman and the cashier, by turning state's evidence, received fines only. All four made restitution and the full amount of money of which the company was defrauded was returned.

The foremen in this case and the station cashier, it was very clearly shown were led into the business by the Roadmaster, whose position was the one of trust and responsibility, and who betrayed his trust in addition to showing the men in his employ the way into crime.

It is probable these men thought if they were found out, they would be discharged and the matter would end there: but the day of "beating the railroad" is past, and if crimes are committed against the company, the guilty parties may be expected to get the full penalty the law provides.. No, It Doesn't Pay.

Your Railroad Job

Under the above caption, the Sioux City Live Stock Record takes occasion to remind the railroad men that with the increasing inroads upon the railroad traffic and revenue by the motor trucks and busses, there may come a time, and that not so far off perhaps, when there will be fewer railroad jobs, by many hundreds than at present; and while it is not likely that this competition can be eliminated altogether, their salvation lies in attending to the matter of taxation of motors in order to keep the cost of operating them proportionate in a more equable measure with the cost of operating railroads.

"It is no matter of surprise if men who have been trained to railroad work—from the section hand to the highest skilled mechanic—should begin to sit up and inquire how about the future of his job and his pay check. There is no possibility of his job being secure as long as railroads are discontinuing trains, cutting down trains, and in instances pulling up tracks. Every train that is discontinued, every train that is cut down in number of cars hauled, every track that is pulled up, every shop that is closed, means fewer men employed in railroad work. On the farm, we take it, the auto truck is destined to become an economy—after the farmer has learned how to use it and take care of it when it is not in use. On the concrete, or gravel, and for which the employe of the railroad helps to pay, the big truck, hauling freight one way, is a menace to the pay check of every man connected with a railroad. The railroad helps keep up your schools, it helps by way of contribution in taxes, to run your municipal, county and state government. How much does the big truck contribute in the way of taxes? It is not likely you are going to get rid of the big freight truck on our concrete and gravel, Mr. Railroader. Your one salvation, it would seem, lies in bending every effort to compel the big trucks to pay the same proportionate share of cost and upkeep of roads, courthouses, schools etc. as do the railroads.

The Crossing Watchman

By Margaret Talbott Stevens

On walls magnificent where glows
The work that artist hand has given
Great portraits from the hearts of those
Who sing of earth and chant of heaven
This portrait finds a place:
In lambent flame and robes of white
An angel on a throne of light
With glory on her face.

The goddess pure of Safety stands,
As breezes thread her golden hair;
A lighted torch within her hands
To bid the passing world take care—
'Tis but a vision fair.
Nay, stranger, turn your footsteps back
To where the highway meets the track
And see the picture there!

No flaming robes to meet your gaze.
Nor painted smile, nor dream of art—
But faded coat worth more than these,
For 'neath it throbs an honest heart.
The watch-box is its wearer's throne.
His torch the traveler understands,
A "stop" disc in his toil-worn hands,
A smile that's all his own.

Of him, this guardian of our lives,
Let artist paint and poet sing.
The angel picture naught deprives,
But Safety is a human thing.
And you who pass him by
Full well may ponder in your heart
'Tis not alone in painted art
That masterpieces lie.

The First Rail Ticket One Hundred Years Ago

One hundred years ago September 27th, the first railroad ticket was sold at Stockton, England for passage on the Stockton & Darlington Ry., which had just finished the first twenty miles of its line. Five years later the first railroad in the United States, the Baltimore & Ohio was opened to passenger traffic.

Deer Lodge Notes

Walter B. Strawn

Well, the wedding was a great success and many fine presents were received. The bride and groom were lovely and the reception following was the event of the social season.

I suppose Edith Jeffers will be the next one. Lee Murray is a most fortunate young man, getting a girl who is not only talented and pretty, but possessed of a most amiable disposition. But Lee is a fine chap and comes as near deserving his good fortune as one could.

A lady asked me one day if I had a grudge against Clarence Kerr, because I wrote him up so much in our magazine. I should say not. It doesn't bother Clarence a bit, that is why I do it. Fact is (just between you and I) I am Clarence's press agent. It pays to advertise, you know. Just to show that there are no hard feelings I have written the following touching little ballad, which I have dedicated to Clarence's Ford pleasure car:

Oh it ain't goin' run much more, much more,
It ain't goin' run much more;
How in the fall can a electrician tall,
Tell it ain't goin' run much more.
Oh it ain't goin' run much more, much more,
For I's goin' a park pretty soon;
And there we will spoon by the light of the moon
It ain't goin' run much more.

Good men come and go, but it seems there is always a good man to take a good man's place. William Jennings Bryan has passed on, but, behold, we have with us Mr. Joseph Miller. He addressed the Kiwanis recently and under the magic spell of his oratory the audience swayed to and fro, (nodding, nodding, nodding.)

The dance given by the clerks was a great success and was well attended. They haven't had it yet as I write this, but they will have had it by the time you read it and I'll bet a dollar right now that it was a success and well attended. Their dances always are.

The time keepers in the Superintendent's office got quite a kick out of some time slips turned in recently by some section men, claiming overtime for sitting up with a corpse. It seems their boss requested them to and the whole gang turned out for the job. The deceased party was one of their fellow workers. However their schedule does not cover such cases and the claim was not allowed.

Georgia Kelly overheard some men talking in the barber shop. They were discussing the world series ball games, when one of them said that he thought that it was settled last year, what was they playin' again for.

Jack Knackle, pipe fitter in the roundhouse, was wanted recently as a witness in the Fearn-Rothman "chicken-thief" case. Jack did not want to appear and when he saw Lou Bodecker coming he knew what was wanted and hid out. Lou traced Jack to the motor he had been working on, but could not find him, as Jack was hid in the death chamber. After waiting quite a while Jack crawled out and looked around and spied Carl Wagner whom he asked "Has that big stiff gone yet?" Bodecker was standing around the corner of the motor and Jack appeared as a witness.

Paul Fitzpatrick and Calvin Denton were out driving in their pleasure car recently, when they saw an automobile go into the ditch. They stopped and picked up the occupants who were more or less injured. They turned out to be colored ladies. Always gallant, Paul and Cal loaded the high browns into the car and brought them to town. Upon arriving, one of the ladies pulled a roll of bills about a foot thick out of her sock and nonchalantly peeled off a couple of fifty dollar bills which she offered to Paul and Calvin for their trouble. However the boys were glad of the opportunity of doing a service to others and refused to accept any pay.

Talking Points for Railroad Men

Railroad taxes are increasing at the rate of approximately five per cent annually. They were $8,400,000 greater in 1924 than in 1923 and during the first six months of 1925 they were $6,565,000 greater than during the first six months of 1924. Some idea may be had from this situation as to just why the Western Roads are asking for an increase of five per cent in freight rates.

According to the New York State Committee on Public Utility Information, stock in utility companies to the amount of $185,130,000 was purchased by employes and customers of the companies during the first six months of 1925. This total amounted to 23.06 per cent of the new utility financing during the six months period. A more friendly feeling toward utilities has been manifest in recent years, due, no doubt, in large measure, to employer-consumer ownership.

Net operating income of Class I roads for the eight months ending August 31st, 1925, was $662,762,605, or 4.65 per cent on property investment. Class I roads in the Western district had net operating revenues aggregating $208,605,381; or 3.62 per cent. Twelve Class I roads operated at a loss during these eight months, of which nine were in the Western District.

The Hoch-Smith resolution, passed by Congress without first having given opportunity for those opposing it to be heard in opposition, is nothing more or less than a congressional attempt at rate-making, since it seeks to change the fundamental basis upon which rates have been fixed under the Transportation Act. The question involved is whether we are to fix rates in an orderly manner, through a commission of experienced men, under general principals enumerated by Congress, or resort to legislative enactment every time some particular industry wants a change in existing rates. The one method may be termed scientific rate-making, the other political.

The value of the work done by the Car Service Division of the American Railway Association is forcibly shown by the record of car surpluses and shortages. Notwithstanding the record car loadings so far this year there has always been a surplus of cars, shippers may have had for additional shipments. But the manner in which the two and one-half million cars on the lines of the railroads have been distributed throughout the country calls for the strongest commendation. During the year so far there have been three full weeks when every shipper in the entire country was supplied with every car he desired, without delay. For the entire eight months of the year for which statistics are available the average number of car shortages reported was but 123. The average daily shortage reported in 1920 was 81,592; in 1921, 1,454; in 1922, 47,881; in 1923, 29,216; in 1924, 1,047. Compared with the records of preceding years that of the first eight mouths of 1925 seems practically perfect. In fact, 99.9 per cent of the cars ordered by shippers during this eight months period were furnished just when and where they were wanted.

A number of newspapers throughout Western territory have erroneously stated that Western railways are basing their request for a five per cent rate increase on the fact that Western farmers are prosperous and can, therefore, afford to pay higher rates than they have been paying in recent years. This statement is not only erroneous, but is unfair. The petition for a rate increase is based entirely on the needs of Western carriers, which have not been able to earn a fair return for five years. In presenting their case to the Commission the carriers made a complete showing of their financial condition, demonstrating conclusively their need of the increase asked for. They followed this testimony by evidence tending to show that the increase, if granted, would not be injurious or hurtful to shippers, particularly of agricultural products. This was necessary because of the Hoch-Smith resolution, which instructs the Commission to make an investigation of conditions in basic industries, agriculture in particular. The attempt to make it appear that the "railroads are after the farmer," as one paper expresses it, is unworthy of a fair-minded press. The farmers are more prosperous than they have been since 1920 and no one could rejoice over that fact more sincerely than do the managers of our railroads, who have always been sympathetic when the farmer has been in difficulty. Instead of seeking to arouse animosity and suspicion among farmers against the railroads the press should be striving to point out the necessity for harmony and co-operation between the two. Each is essential to the prosperity of the other and nothing will be gained by either from fighting the other.

The representatives of individuals and institutions holding more than $225,000,000 worth of railroad securities were present at the recent rate hearings in Chicago. These men insisted that their clients had a right to be considered by the Commission when it comes to fixing rates. They pointed out that the credit of the roads in certain sections of the West has already fallen so low in the past five years that the banks and others represented by them had determined not to invest a single dollar of the savings entrusted to them in any one of the railroads in northwestern territory, regardless of the character of the securities, unless and until the present rate conditions are adjusted so as to permit the lines to earn a fair return on their properties.

Could there be any stronger presentation of the necessity for higher rates on Western roads? Millions of dollars of new capital are needed by these roads annually, if they are to continue furnishing the splendid service with which the West is blessed. Experience has proven that they cannot borrow this money along their lines. They must borrow it of the people and the institutions represented at this rate hearing and these men declare that they will not make additional investments in Western railroads unless these roads are permitted to earn a fair return. The matter is one of grave concern to every shipper throughout the West.

So much has been said respecting the decrease of passenger business as a result of the growing popularity of the motor-drawn vehicle that the direct effect on passenger revenues becomes interesting. The earnings of the railroads from passenger traffic, including mail, express, dining cars, hotels, etc., in 1920 and 1924 were as follows:

	1920	1924	Decrease	
Southern roads	243,000,000	224,000,000	19,000,000	7.8%
Eastern roads	$723,000,000	$683,000,000	$40,000,000	5.5%
Western roads	681,000,000	526,000,000	155,000,000	22.71%
All class I Roads	$1,647,000,000	$1,433,000,000	$214,000,000	13.0%

According to the annual report of the Governor of the Panama Canal for the fiscal year 1924, the net profits from operation were $16,307,948. But the Canal paid no interest on capital account or taxes, such as the railroads are compelled to pay. The taxpayers of this country have $443,000,000 invested in the Canal. If they were to charge four per cent interest on this sum and, in addition thereto, about two per cent in taxes, the net profit of $16,307,948 would be transferred into a deficit of $10,272,000. It is thus shown what a gigantic annual tribute the people of the whole country who pay the nation's taxes, are paying to the limited number who are directly benefited by the operation of the Panama Canal. The railroads have no fight on the Canal, or upon any other form of transportation the people desire or need, but they quite naturally feel that they should not be forced to pay heavy taxes in order to subsidize other forms of transportation for the purpose of competing with them for the business from which they earn money with which to pay taxes.

The average ton-mile rate for all Class I roads in July, 1924, was 1.124 cents; for July, 1925, it was 1.103 cents, a decrease of .021 cents. The average ton-mile rate on Western lines in July, 1924, was 1.213 cents; in July, 1925, it was 1.191 cents, a decrease of .022 cents. The ton miles for all Class I roads in July 1925, aggregated 34,487,000,000. With a decrease in rate under July, 1924, of .021 cents the roads received $7,242,000 less for hauling their July business than they would have received had the average rate been the same as last year. The total ton miles of Western lines in July, 1925, was 11,676,000,000. This tonnage was moved at an average rate of .022 cents less than was received in July, 1924, the loss to Western lines being $2,568,000. This de-

crease in average rate, occasioned by reclassifications and adjustments of particular tariffs has been going on continuously ever since the general rate increase in 1920. And these reclassifications and adjustments have saved the shippers of this country many millions of dollars in the past five years.

The revenues from less than twenty days operation of Class I railroads in 1924 were all the companies had left, after the payment of expenses, with which to pay dividends to stockholders and to improve and develop their properties. It required all of the revenues from 163 days operation to pay the wages of employes; 27 days to pay for fuel; 89 days to pay for materials and supplies; 15 days to pay the rent on leased lines, hire of equipment and other fixed charges, aside from interest; 21 days to pay taxes; 32 days to pay interest on mortgage indebtedness, leaving but 20 days in which to earn dividends for stockholders and to provide for the improvement and development of railroad property.

Railroads Lead in Safety

The American railroads have earned the right to be considered authorities upon the matter of safe operation.

During the year 1924 there were only 149 fatalties among the 931,000 ,000 persons carried—or but one fatality for every 6,314,000 persons carried safely.

This result reflects the persistant and effective efforts of railroad officers and employes to safeguard the movement of passengers and indicates that safety is not a mere phase in railroad parlance.

The Milwaukee Railroad in the same year carried almost 12 million passengers—rounding out a period of five years in which 69,279,000 passengers were carried without a fatality.

There are now over 18,000,000 passenger and commercial automobiles in use in this country—with approximately 19,000 fatalities and 450,000 injuries per year.

Beyond question there is much carelessness and reckless operation of automobiles on streets and highways.

While only a small proportion of these accidents occur on railroad crossings the American Railway Association's slogan "Cross Crossings Cautiously" should be adopted by everyone. Caution at crossings will beget caution elsewhere.

Fire Prevention Week

The week October 4th to 10th was designated by Nation and States as above.

President Coolidge in his 1925 fire prevention proclamation says: "The time has come for the annual survey of the nation's enormous wastage, alike in human life and property."

Do you, my reader, know that:

The average annual fire loss in the United States is $500,000,000, about twelve times Europe's average per capita record.

15,000 lives are sacrificed to fire each year, mostly women and children.

Statistics indicate 75% to 85% of all fires are due to carelessness and, therefore, preventable.

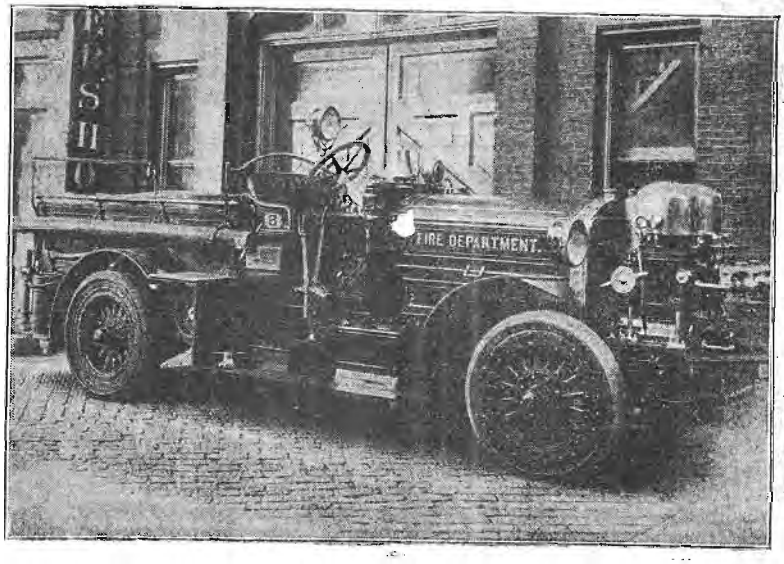
In the interest of fire prevention, Mr. R. S. Marshall, Assistant to President, and Chairman of the Fire Prevention Committee of the Chesapeake & Ohio Railway Company, tells the following story, an adaptation from the popular "Arabian Knights":

"Once upon a time there was a king who delighted to listen to long stories. He proclaimed that he would give half of his kingdom and the hand of the princess in marriage, to any man who could tell a story which had no end, but any one who tried and failed would be beheaded. Many young men came and lost their heads in vain attempts to tell a story without an end. Finally there came a young man who stood before the king and declared that he was ready to tell such a story and the king bade him proceed. He said:

"Once upon a time a wealthy king built a granary 1,000 feet long, 500 feet wide and 100 feet high, in which to store the bountiful harvest of corn, and when the granary was filled all of the openings were closed and sealed. Then there appeared on the horizon a cloud which turned out to be a flight of locusts, and the locusts came and settled down over the granary. There were so many locusts that for a time the sun was obscured. Finally one of the locusts found a very small hole just under the eaves of the granary, and only large enough for one locust to pass through and carry out a grain of corn, and so the first locust went in and brought out one grain of corn, and then another locust went in and brought out another grain of corn, and then another locust went in and brought out another grain of corn."

"Unfortunately, the story-teller had neglected to train his locusts in modern fire prevention practices, and when the fourth locust went in he loitered to light a cigarette and threw the match in the grain dust, the granary exploded, and the story-teller was beheaded."

There are approximately 50,000 employees on the Milwaukee Railroad, working an average of eight hours per day and 300 days per year, about 120,000,000 man hours —more, perhaps, than there were locusts in the story—and in every man hour there is the possibility of a fire as well as the opportunity to prevent a fire. It frequently happens in Railroad service that the reputation of the Railroad, and perhaps the preservation of human life, depends upon the faithful performance of duty by an individual, isolated for the moment as was the



fourth locust alone in the granary.

Whose responsibility is this matter of fire prevention? In your home or at your particular station, bench or desk, it is yours.

"Prevent fires; remember the careless locust."

"The best time to fight a fire is before it starts."

"America's annual fire loss—$500,000,000."

"15,000 human lives sacrificed to fire last year."

"Fire Prevention is a habit of mind."

FOUR ELEVEN

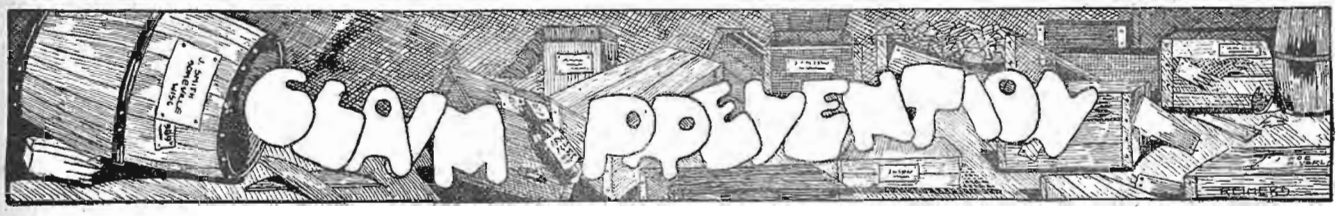
Four Tragedies

A man struck a match to see if the gasoline tank was empty. It was not.

Another man touched a trolly wire to see if it was alive. It was.

A man jumped out of a boat to see if he could swim. He could not.

A man cut out advertising to see if he could make more money. He did not.



Damage By Sweat—All Steel Roofs

With the approaching cold weather, we would again call attention to the losses we have had in previous years due to sweaty roofs.

"Sweating can be avoided if the cars remain open until the lading and air inside the car have reached the same low temperature as the air outside of the car. If, however, lading is put inside the car at higher temperature than the outside air, or if the car is loaded in a warm place, where the air carries a lot of moisture, and the doors are closed, the reduction of temperature, after the car is put into the yard, will create condensation inside the car."

In other words in this case there is a remedy in the hands of shippers if they follow the sugggestion to allow the car to remain open while loading, or sufficiently long enough thereafter to equalize the inside and outside temperature. Shippers should be requested to cover carloads of flour and feed with paper unless they have the proper facilities to properly cool the load before the doors are closed.

To Way Freight Crews

Coming in contact as you do with almost every phase of freight transportation, you have a splendid opportunity of preventing loss and damage to freight, and the fact that our freight claim account has been cut in half during the last two years, demonstrates that you have been giving this matter your thought and attention.

This of itself is a most gratifying condition, but we are both hopeful and confident that through your continued efforts the economic waste due to loss of, and damage to freight can still be greatly reduced.

While your own experience may have shown you how this can be accomplished, let us suggest some of the principal things which must be carefully observed if we are to make a success of this campaign.

First—Suitable Cars

Many claims are caused by loading high class freight in cars with leaky roofs, oil spots, contaminating odors, projecting nails, and dirty floors. Many new cars are spoiled by loading greasy or contaminating freight into them. In loading l. c. l. freight at stations select suitable cars and remember the slogan, "A fit car for a fit load and a fit load for a fit car."

In placing empties on private sidings see that a suitable car is furnished for the commodity shipper intends to load; a car which will carry the freight to destination without loss or damage.

Second—Careful Loading and Stowing

L. C. L. shipments picked up at local stations should be carefully scrutinized to make sure that they are properly marked and in proper condition for transportation. If there is anything wrong, call the Agent's attention to it. Don't load a shipment which is in such condition that you know it will be damaged before reaching its destination.

As each handling increases the possibility of damage, freight must be so loaded into the car as to eliminate all unnecessary rehandling, and should be stowed in such a way that it will not be damaged itself, nor cause damage to other freight enroute.

It is particularly important to "breakdown" freight in partially unloaded cars so that the remainder of the load will ride safely.

Third—Accurate Checking

The keeping of an accurate check of all freight which is loaded, unloaded, or transferred and the making of correct notations upon waybills is a very essential feature of claim prevention. Many shipments go astray on account of failure to perform these operations properly.



Fourth—Careful Handling of Packages

Careless handling of freight in loading and unloading results in many damage claims. By handling of freight entrusted to your care as if it were your own property, you can assist materially in the reduction of the enormous claim payments and derive the satisfaction that comes from a job well done.

Fifth—Careful Switching

If our claim account is to be again cut in half, considerable more care must be used in switching. When one loaded car is coupled to another at an impact speed of more than four miles per hour, damage is sure to result. In switching team tracks even greater precaution must be used, for very often some of the cars will be found to be only partly loaded or unloaded, and a very slight jar will topple over the entire contents. If switching is to be performed enroute, cut out "pick-up" or "peddler" cars as far as possible during such operation.

Sixth—Seals and Seal Records

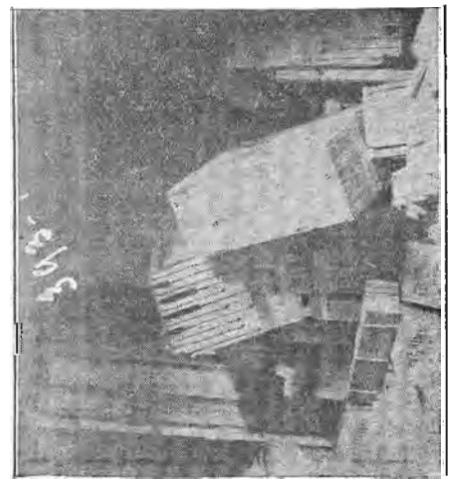
Many claims are being paid on account of inability to produce complete and correct seal records. In order to protect the company's interest, way and local freight crews should see that loaded cars are under proper seal protection.

Seventh—Reporting of Exceptions

The only way to get a bad condition corrected is to report it so that it may be investigated and the remedy applied.

If your cars are not coming to you loaded in station order, make a report of it. Maybe the man who is loading them doesn't know the proper order of loading.

We appreciate the assistance you have already given us in our efforts to reduce this huge wastage of natural and manufactured products, and if you will now take hold with renewed interest and vigor, we can cut another large slice out of our loss and damage bill.



The above two photographs are a very good illustration as to what happens to our L. C. L. merchandise cars when they are poorly stowed at the originating point.

If this freight had been properly piled down and evenly distributed over the car floor, we would not have had to pay several claims on account of broken glass.

SPORTS

NEWS—NEWS—NEWS

The Sport Editor wants some real news this winter. The Secretaries of all Leagues over the entire system are asked to cooperate with us this season and send in your team standings by the 15th of each month. Do not stop with the standings however, we want some real peppy news about your bowlers. Any one, in fact, having news for this column is invited and asked to send it in, put it in an envelope and address to the Sports Editor Employees Magazine, Room 790 New Union Station, Chicago, Ill.

We understand that quite a number of Leagues have been formed this year and we want all of you to take an interest in this column, if your secretary wont do it, appoint some one ese or that some one else can do it without being appointed. Let's go!

Strikes and Railroads—Chicago League

Another year has rolled around and the boys have cleaned out the old closet, dusted out the cob-webs, shined the little round pill and either repaired or bought new shoes (some by the way still use their every day ones) and are now in the midst of knocking them over.

Our League is again in full progress and as President this year we have the amiable Mr. Balderson, alias Baldy and the same old story when it comes to the Secretary, just plain Fans, he is usually on tap when the bell rings on Tuesday nights at 6:15 P. M.

Who says news? We sure would like to read about some other Leagues along this grand old line of ours, we enjoy it and of course are anxious to get a line on the dark horses that will show up at Milwaukee for the fifth Annual Employees Tournament next spring.

Oh yes, we did not have the least intention to pass up Cannon Ball Bill Hettinger this time. You know Bill is always different, so just to be contrary, the first night he threw the first two balls in the gutter, later on he tried to slide down the alley on all fours and knock the pins over bodily, but some one got hold of his hind foot, pardon me, we mean foot and stopped him from reaching his objective.

The Auditor of Overcharge Claims captained by the old stand-by Eddie Meyn, have with them this year, Mr. Jinx and he sure is one, let me tell you Oct. 13, 1925 sounds unlucky doesn't it but couple that with Jinx and you have some combination. Well to get to the point, Jinx Ciesinski rolled two punk games then started the third with a strike, spare and eight more strikes and finished with a nice score of 286 which is mighty good for early season hunting this also helped Eddie's team to a nice 1025 game and team total of 2790.

Shorty Dale says we have finally got started, won two games tonight and feel mighty proud, well we are with you Shorty and in looking over the score sheet Oct. 13th, we just made a record of Eyres total 562. He must have the old miniature bowling alley working overtime at home.

There are a few new faces this year, cannot remember all, but here are a few: Peterson, May, Ringer, Tabor, Schornbach, Wally Dietz, Stowell, Wimandy, Ramsey. Our old friend Hogan is back again this year, he having retired last year on account of his leg being broken, but he says the old underpin is in fairly good shape now so he is hard at it.

Who takes care of the Bowler's daughter while the Bowler's busy bowling balls? We haven't a snappy answer yet so some one send us in one. First prize wins; Billy's Goat (Gutfahr) if he can get it.

The old arm is getting tired and the ink is running low, so station C. M. & St. P. is signing off for another thirty days, in case anyone has enjoyed the program this evening, I mean month, please write to us and tell us so and if you have any articles about your team mates or others in the League, send it in a Company envelope to the Sports Editor. Say you, don't be an old crab all your life if you see something funny let us know about it, maybe someone will read it and smile too, you know smiles carry one through life in a happy state of mind.

Alas, the dead has come to life. Mr. Gannon has removed the embalming fluid from his ball and is sailing into the pins as though he has a new lease on life. We understand someone has been coaching him this summer but as yet haven't been able to learn the name of said gentleman.

Legs Lange a newcomer whom we forgot to mention (no offense Charley) is now leading the League with an average of 187. If you would be bowler's will note Mr. Lange's high score you will find that it is only 206 henceforth our conclusion is that consistency is the backbone of a respectable average; even Fans last year's leader, who is not doing so well this year was heard to admit it.

Winandy has gathered a team from various places and finally has it on a going basis, although not having done so well so far it is the writer's opinion, that in mid-season or before they will be knocking the top-notchers off.

Oh yes, we forgot good old smiling Hank Mohr (not More or Moore) back with us after several years absence, welcome Hank, welcome to our mist, I mean midst.

Last years prize money is all spent and we have been unable to find out whether or not Earl Kulton is still wearing his Easter Bonnet or not (by the way he bought it with last year's prize money.)

Chicago League Standing, Oct. 13, 1925

Teams	Won	Lost	High	Avge.
Comptroller	13	2	966	873
Freight Auditor	9	6	973	828
Auditor Avercharge	12	3	1025	873
Asst. Comptroller	8	7	907	838
Car Acct.	7	8	939	843
A. F. E. Bureau	4	11	920	820
Aud. Expenditure	4	11	931	812
Aud. Sta. Accts	3	13	877	800

Individual Average.

Player	Games	High	Avge.
Lange	15	206	187-6
Gutfahr	12	239	185-5
Gavin	15	246	185-4
Faus	15	223	183-5
Sale	15	222	181-3
Stowell	12	235	178-10
Ramsey	12	196	178-1
Treskett	15	235	177-13
Winandy	13	219	176-
Hettinger	15	229	175-7

High Team Average—Three Games.

Auditor Overcharge, 2790.
Comptroller, 2788.
Car Accountant, 2732.

High Team—Single Game.

Auditor Overcharge, 1025.
Freight Auditor, 973.
Comptroller, 966.

High Individual—Three Games.

Gutfahr, 654

High Individual Game.

Ciesinski, 268.
Gavin, 246.

Assembly

"All intoxicating liquors should be seized and thrown in the river," said an earnest clergyman in concluding his sermon. He then announced the closing hymn, which chanced to be, "Shall We Gather at the River?"—*Roseland (La.) Harald.*

Oh, You November

John: "Just imagine how the women would look on Broadway in Garden of Eden costume."

Henry: "Not bad in summer, but how about autumn when the leaves begin to fall!"—*Illinois Central Magazine*

Millie: "Freddy, don't you think you'd better go to bed now?"

Freddy: "No, I want to see Mr. Caller explode before I go."

Mr. Caller: "Good gracious! Whatever can the child mean?"

Freddy: "I heard Millie tell mamma you were about ready to pop."

Mother: "Johnnie, your face is nice and clean, but how did you get your hands so dirty?"

Johnnie: "Washin' me face."—*Carpenter Steel News.*



Safety First in the Shops

Paper prepared and read by E. D. Notley, General Foreman, Terre Haute, at Division Safety First Meeting, held at Terre Haute, Friday Sept. 25th, 1925

A very great improvement has been made in the line of injuries and deaths since Safety First is being impressed on every employe's mind. There is still room for a greater improvement if all men were more concientious in the performance of their duties.

There is no question but what the Company has spent many dollars to overcome unsafe conditions and to make circumstances as safe as possible to work under. As long as we have men that will say "I'll take a chance on that link holding," when he knows in his own mind that it is just a chance if it does hold, we will still continue to have accidents and serious ones at that. I am writing this article from a Supervisor's standpoint and I know what I am talking about when I say that 80% of the injuries that we have in our shops could have been avoided if some certain man had used his head, and used a perfectly safe practice instead of taking a chance.

My idea of a safe man to work with is the fellow with a good imagination. He is always imagining what would happen if the weak link in his chain broke letting an air pump or some heavy object fall on a fellow workman. This same fellow before he even thinks about hooking up his chain will thoroughly inspect it and if a weak link is found, will have it repaired before putting it in service. You can look in this man's tool box and you will not find his sledge or hammer loose on the handle, or his handle punch and chisel bars with mushroom heads, because he has imagined that if he did use these tools in that condition, that the hammer or sledge might come off the handle and seriously injure some fellow workman, or a piece of metal from the mushroom heads of the chisel bars and punches, fly off and put his or a campanion's eye out.

Where we have one man that has a good imagination, you will find ten that do not think at all, and ten that will take a chance. I personally do not believe that we should devote so much time and money in fixing what some people term an unsafe condition, and devote more of our time and energy in educating the thoughtless and careless man in the safe performance of his duties. We can all sit here and listen to the minutes and suggestions and 99% of them are some trifling unsafe condition. Little or nothing is said of Bill Jones who is laid up with a piece of emery in his eye caused by not wearing goggles at the emery wheel, or John Green, who fell off the running board account his work wrench slipping on a nut causing him to lose his balance and fall, with the result of many days of work lost.

Gentlemen, until we make a rigid campaign on unsafe practices, we can fix unsafe conditions until dooms day and still have accidents and serious ones at that.

Excerpts from talk made by District Claim Adjuster, Leroy D. Phelen, to employees at Safety First and Fire Prevention Meeting held at Terre Haute, Indiana, Friday morning, September 25th, 1925

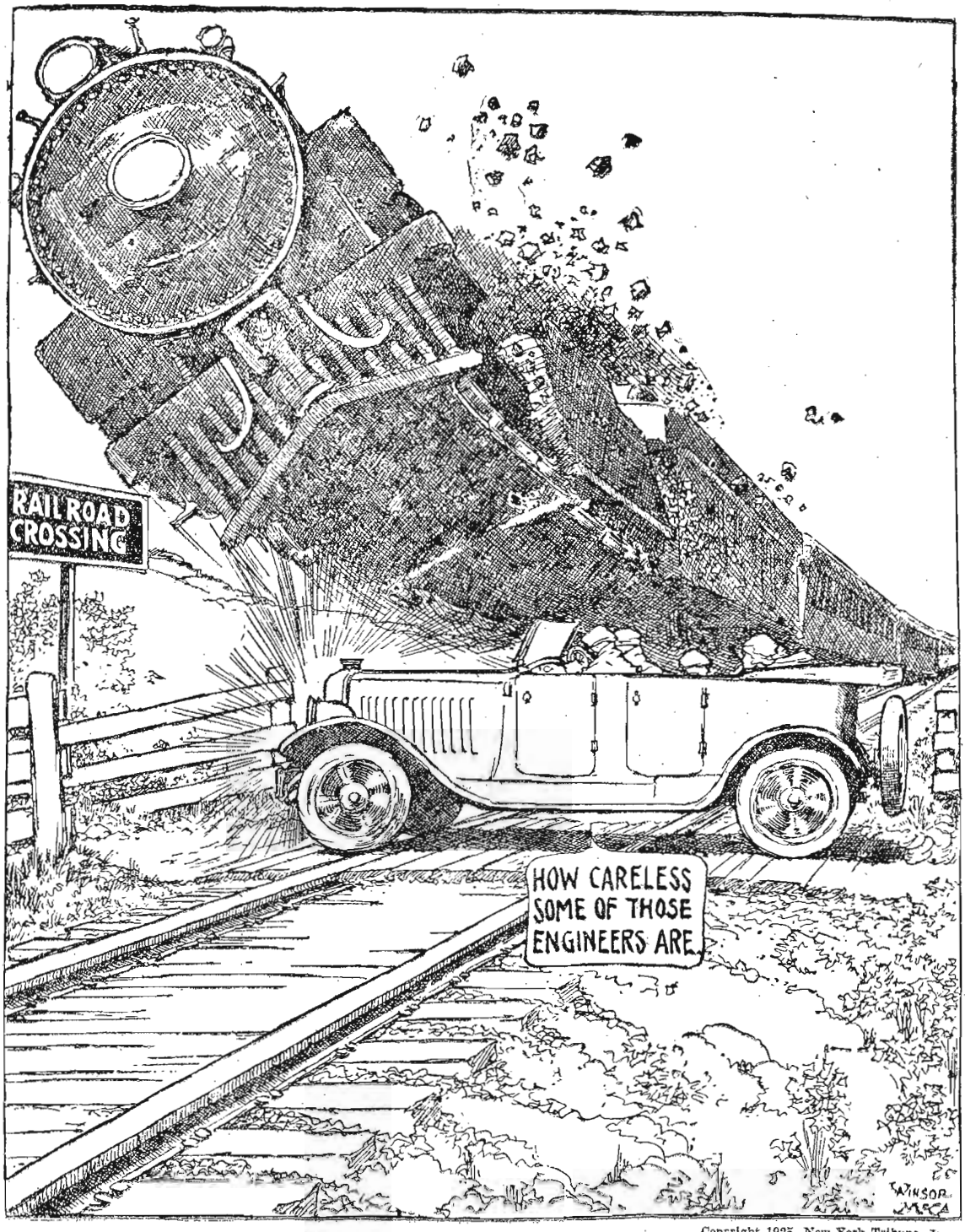
"The prime factor in the science of life, whether we refer to individuals, communities or nations, is and always has been the matter of Personal Safety. Regardless of whatever theory advanced or explanation made, the incipiency of everything from government to religion, has at its roots this necessary and primitive element of existance. As individuals, we especially find ourselves more or less unconsciously immeshed in this same scheme of things, whether it be locking the doors to keep away thieves, subscribing to various forms of insurance or attending our prayers with the fervent hope and faith of future deliverance. It has been well said that "Self preservation is the first law of mankind."

About fifteen or twenty years ago the industrial world was awakened to the fact that it was sharply out of tune with the general harmony of life. The tendency of the day was to sacrifice all for speed. Labor saving devices, high speed machinery and shop efficiency were heralded into business and altho these played an important role in the great drama of commerce, the human element had been entirely overlooked, so disaster lurked in every corner. It was evident that the inherent desire of the individual to protect himself from bodily harm was not only on the wane, but that his general laxities in this respect were also reacting into a hardship upon his fellow workmen. Realizing that nothing constructive was ever gained by attempting to stay the progress of the age, it became necessary to find some fitting method to reduce the ghastly figures giving count to the alarming number of injuries and violent deaths which were taking place. It was to this end that the "Safety First" movement was given birth.

"Safety First" was nothing really new. It has been in existence since the creation of man. This was simply a very new name for an exceedingly old subject. Its application imposes no financial hardship on anyone except it be the employer, but the satisfaction gained from the knowledge that everything humanly possible is being done to eliminate accident and injury, is sufficiently gratifying to reimburse the employer for whatever financial burden he has been called upon to bear in launching and keeping the movement in operation. Local safety committees were organized, state committees instigated and a national committee instituted so that every man engaged in the industrial world, whether he be prince or pauper, can contribute his share to his own personal safety. The movement has but one object in view—that of protecting the workmen. It is without cost to him and works only to his personal benefit and yet it is shocking when one reviews the indifference and passive attitude of the average employee toward "Safety First." It is to the indifferent and passive employee that the "Safety First" movement means most altho he as an individual fails to recognize this and takes little or no part in its functioning. He isn't a rare or unusual fellow. He is just the ordinary, faithful, efficient workman. He is a contented and self satisfied fellow, doing his work in his own way, but frequently to his own destruction. He must be converted.

Often a badly mashed finger or toe, a pink eye with a purple border or a severely skinned shin will do more to rouse this fellow into action than all the safety first speeches ever made. Each of you know many of these good wholesome fellows. A little personal encouragement from you might be the cause of awakening him. Let him know that these meetings are for the benefit of the workman and not for officials and foreman. Guarantee him freedom of speech on any subject he cares to bring before you and assure him that his local officials will do everything in their power to remedy any hazard he may expose. Perhaps he has some grievance, real or imaginary, which promps his absence from your meetings. Find out what it is and rectify it. It is this trustworthy, average, faithful, wholesome workman who is needed most in your movement, but you will always find him slow and cautious in responding to anything which savors of personal publicity or individual prominence, yet when once he becomes enthused, he is capable of winning world wars, rebuilding nations, or making your Safety First movement a one hundred percentum reality. He is the fellow we are after.

Let us not fail to mention the arch enemies of your organization. These are the fellows who have possessed themselves of some mythological or unfounded story as to why the "Safety First" movement is a farce. There aren't many of these fellows, but you must remember that the little leven tends to leven the whole. Most generally, you will find these fellows of insufficient intelligence to cope with any substantial problem, so as a safety valve for their lack of understanding they spend their time in lavishly denouncing everything beyond their comprehension. Associated with them you will find the fellows who have made such foolish suggestions as shower baths on cabooses or electric fans on engines—mentally incapable of distinguishing luxury from hazard but soured upon the movement neverthe less because their foolish suggestions met with disapproval. Shall



Things that never happen

Copyright 1925, New York Tribune, Inc
Courtesy New York Herald Tribune

you attempt their conversation? Yes. How? Empathatically not by argument or verbal persuasion. You must conclusively prove to these fellows the worth of your cause by your demonstrations. In the end they shall be forced to judge you by the actual results you have obtained and not by preliminary argument given in justification of your endeavors. Until then, you must content yourselves by guarding over these weaklings as you would suckling babes.

It is self evident by reason of your presence that there are always the loyal few, who's sound judgment and love for their fellow men, prompts them to recognize the good obtainable from the "Safety First" movement. The burden of "Safety First" rests on your shoulders Whatever success the "Safety First" movement may have accomplished can be attributed directly to your sincerity and honesty of purpose. You are the foundation of the structure we are trying to build.

Humanity shall never be able to pay its debt of gratitude to the "Safety First" movement or to you tireless individuals who have labored so faithfully in the furtherance of its cause. Your work has not been in vain. From the beginning you have been weighed in the balance and never yet found wanting. I congratulate you on the good work you have done and are doing. You are teaching men to know that accident and injury are simply illusions cast over them by the twin tyrants "Carelessness and Thoughtlessness," who have bound mankind into slavery entangling their limbs, crippling their bodies and enfeebling their capacities."

Avoidable and Unavoidable Accidents

In preparing this, my first paper on Safety First, I will, no doubt, make a repetition of many things that have been brought up before.

Safety First is not a new thing, but has been carried on for quite a number of years. In recent years, due to the development of the gasoline motor, also

on account of nearly every line of industry speeding up on their output, the number of accidents increased at an alarming rate, both inside and outside the shops. It was then that the different concerns started an extensive Safety First Campaign.

The results of this campaign have been very gratifying as was borne out by the recent figures given out by the Milwaukee Railroad and posted on our bulletin boards.

I think that accidents can be divided into two classes, avoidable and unavoidable. The former,, due to ignorance or carelessness, or in other words, green on the job and not knowing how to protect oneself. In certain cases, accidents will happen although all possible precautions have been taken, these are what I call "unavoidable."

"Safety First"—these two words are constantly before our eyes in the shops, on the Street Cars and in the newspapers, but it takes a good safety first meeting to impress upon one's mind the real meaning of Safety First.

I think, every year, we should be sure to elect a man from our different departments that has never served on a Safety First Committee before this, to bring home to a larger number the real meaning of Safety First.

Watch Your Step

"There's a lot of things youre wise to,
Mister greasy railroad man
And a heap of things you really want to do,
And you know you can;

But, there's one thing we are fighting for,
I'd like to put you hep
When you're working on the railroad, brother,
Kindly "Watch your step."

Look out for the other fellow,
He's in danger same as you
You don't want to hear him bellow,
So be careful what you do.

If you're switching cars, or coupling,
Hauling freight, or shoveling coal,
Just take this for a motto, (and make
"Watch your Step" your goal.

You won't have to see the Claim Man,
He's as hard as rocks hey say,
If you keep on plugging safely,
You know you'll get your pay.

So, start out in the morning,
Full of life, with lots of pep
And don't forget the slogan, mister
Kindly, "Watch your Step."

Madison S. D. Car Dept. Gets 2nd Prize

The Madison So. Da.., Car Department, was awarded second prize for the year 1925, for the best improvement and appearance on the Milwaukee System. Madison is a city of 4,500 people, and is a division point of the C. M. & St. P. Ry. which enters the city from all four directions.

The Car Department at Madison, consists of four buildings and is equipped with a Drop Pit, Cutting Torch equipment, Power Saw, Store Room with day-light Standard racks, wood working shop, lumber Storeroom, Blacksmith shop, with a white glazed brick forge,

New Work

Oil Application

It has been decided to make application of oil to the rail and fastenings on the eastbound track, between Council Bluffs and Chicago, to overcome corrosion action of brine drippings from refrigerator cars. This oil is sprayed on the rail by means of a specially equipped machine handled in work train. Several of the larger railroads are using this method for preserving rail and fastenings, and it is expected that this will show a considerable saving in maintenance.

Water Treating Plants

On the Southern Minnesota Division we are building water treating plants at Madison, S. D., Egan, S. D., Chandler, Minn., Fulda, Minn., Okabena, Minn. and Jackson, Minn., and are drilling soft water wells at Bryant, S. D. and Roswell, S. D.

Hot Water Washout Plant

Contract has recently been let for the installation of a hot water washout plant at Mobridge. This plant has been badly needed for some time as a matter of economy to save water and to prevent engine failures and delays to trains A158.

New Depot at Wyocena, Wisc.

The depot will be of frame construction on the existing brick foundation, size 24' x 56', with 500 square feet of new concrete platform, and replaces old depot destroyed by fire on March 3, 1924. Plans are ready and it is expected that the work on the building will be started in the near future and hurried to completion with as little delay as possible.

P-728 (Just west of Glenham on Aberdeen Division)

Present pile trestle which is 142 ft. long is being replaced with a 3 span steel bridge consisting of 1-60 ft. and 2-32' steel spans on concrete.

Masonry work has already been completed and steel work is on ground and will be erected early in November. This with the filling of Bridge P-746 and P-718 will eliminate 3 of the longer pile trestles on this Division.

R-16 (Just west of No. McGregor on I & D. Division)

The 3-52' girder spans which were installed in 1917 temporarily in place of the 130' thru span which was washed out in the 1918 high water are going to be replaced with a 1-150 ft. new thru truss span on concrete substructure. The concrete work was finished several years ago and the steel work has been ordered and will be erected early part of next year.

Z-444 (1½ miles west of Kittridge on Ill. Division)

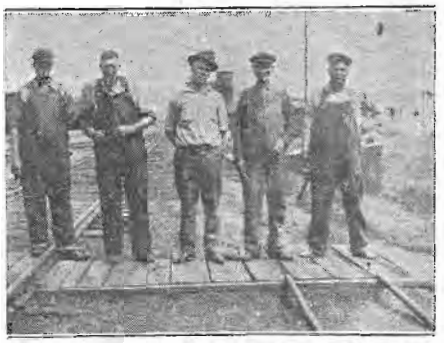
The present 90 ft. timber trestle over Straddle Creek is to be replaced with 2-45 ft. double track deck girder spans.

The steel work has been shipped and will be erected the first week in November.

Bensenville

A contract has been let for the construction of a concrete chimney 150 ft. in height to serve six new 150 H. P. Boilers, the boilers to be equipped with mechanical stokers.

This is being built in conjunction with the enlargement of the present Power House.



Car Department Personnel at Madison.

saw room, lunch and locker room, dope house, and a compressed air line, piped from the Roundhouse, for testing cars on the repair track. A separate office is maintained in the main building for the Car Fareman. They have a nice little park which has a small lawn, a flag pole and a number of flower beds and in the center of the park in raised letters the wording "Madison Car Dept." There is a regulation fire line cut around all of the buildings, which are equipped with the latest fire extinguishers.

The personnel of the Madison Car Dept., is composed of F. M. Washburn, Foreman, Harry Haroldson, Andrew Olson and August Eggebraten, Car Repairers and Sever Borgard, Blacksmith.

Mr. Washburn, is 29 years old, and started working for the Company at the age of 17 years as a Car Repairer at Austin, Minn., in 1913, he worked there until in April 1917 when he entered the Army and saw service in France. In June 1919, after his discharge from the Army, he returned to his former position at Austin and after working there a month, he was promoted to Car Foreman at Madison, So. Dak. Mr. Washburn and his men have worked hard for the honors they have won and we all feel very proud of them.

Obituary

On October 11th, occured the death of Henry A. Sumner veteran agent at Roselle, Ill. Mr. Sumner entered railway service as brakeman on the Chicago & Pacific and came with that line to the Milwaukee in 1881, when he became agent at Roselle, a position which he occupied until his retirement about three years ago. Mr. Sumner is survived by his wife, one son and one daughter, to whom the sympathy of his many railroad friends is extended.

C. M. & St. P. Ry. Woman's Club

All Chapter President's

The Editor of the Milwaukee Magazine would like photographs of all Chapter Presidents in the Magazine office at Libertyville, not later than November 18th, to be used, grouped around the President-General on a full page in the December Magazine. This will be valuablein the years to come, when our club has grown to its utmost possibilities; as it will represent the Chapters in their infancy and their first presiding officers.

The General Board

On October 7th, the President-General, Mrs. H. E. Byram, with Mrs. Grant Williams, 1st vice-President-General; Mrs. Robert N. Scott, 2nd Vice-President-General and Mrs. Carpenter Kendall, Treasurer-General left Chicago on an organization trip which should include all the division points not previously visited and establish the final units in the System chain of C. M. & St. P. Ry Women's Clubs. The Itinerary was as follows:

LaCrosse, Wisc.
Austin, Minn.
Sanborn, Iowa
Sioux Falls, S. D.
Council Bluffs, Iowa
Mitchell, S. D.
Marmarth, N. D.
Aberdeen, S. D.
Montevideo, Minn.

At **LaCrosse,** only the preliminary meeting was held. in a coach at the station. Mrs. H. J. Bullock was chosen Chairman and named her Secretary and nominating Committee. A time and place for the next meeting was to be decided upon as soon as the Nominating Committee was ready to report. The members of the General Board had only a couple of hours in LaCrosse, but the time was most profitably spent with indications that LaCrosse would enroll a fine membership.

At **Austin,** a six o'clock supper was served in the Y. W. C. A. Hall, with 85 women of Austin and other points on the S. M. Division present. At this point, the preliminary meeting had already been held and after full justice had been done to the delicious supper, the meeting was called to order by the Chairman, Mrs, E. A. Meyer, who introduced the President-General. Mrs. Byram expressed her great pleasure at seeing so many present, and after telling of the hopes and purposes of the Women's Club, predicted a splendid organization for the S. M. Division. She was followed by the other members of the Board, in short talks on Club matters. The nominating Committee brought in their choice and the ticket was elected by acclamation. Mrs. E. A. Meyer, President. The other officers will be named in the full report of the meeting by the Historian.

At **Sanborn** where the organization was effected last spring, as a branch of the Mason City Chapter, the meeting was held at the hospitable home of Mrs. M. M. Burns, with 32 members present. Luncheon was served, followed by a delightful program. The Club songs sung, with variations to fit the occasion and the guests of honor. Mrs Burns welcomed the visitors and introduced them in succession. Mrs Christoffer, President of the Mason City Chapter was present with the other members of the General Board, Superintendent Christoffer arrived in Sandborn on an afternoon train and very kindly gave the gathering a few moments of his time. He spoke of the benefits to all concerned through the women of the railroad having a more intimate knowledge of the business in which their husbands were engaged and an intelligent interest in the affairs of the railroad: all of which they would be sure to acquire through the Club work and the help they were able to extend to those in trouble, sick or otherwise in need of sympathy and assistance.

Several piano selections and a reading were given by the daughters of the Sanborn members, a fuller account of which will appear in the report of the Sanborn Club.

At **Sioux Falls,** where there is a flourishing Chapter, organized in the Spring, a meeting was held at eleven A. M. at the home of Mrs. Murphy mother of Roadmaster Murphy of Sioux Falls. The President of the Sioux Falls Chapter Mrs. Bankson, introduced the speakers who all expressed their pleasure at the reports of the very good mutual benefit work accomplished by that Chapter. Mrs. Byram told them of the hopes of the General Board for a system-wide organization of the women of the Milwaukee Road which should ultimately be one hundred percent, and said she was looking forward with interest to the first point that should report an 100 percent membership. After the talks by the visiting members and a short business meeting, the guests were tendered a luncheon at the Chocolate Shop.

At **Council Bluffs,** where an organization had been perfected several months ago, a meeting was held at Eagles Hall on Sunday afternoon, the President, Mrs. M. Gallagher, presiding. The program included some beautiful vocal selections, a violin solo and readings. The guests were introduced by Mrs. Gallagher and after the speaking, light refreshments were served.

At **Mitchell,** where there is very large and vigorous Chapter, the meeting was held in the Masonic Temple, beginning with a dinner at 6:30 P. M. One hundred and fifty members were present and the occasion was a brilliant one. An orchestra consisting of high school students played throughout the dinner, after which there were several musical selections given by some of the very talented members of Mitchell Chapter. The business meeting and talks by the visiting officers followed.

At **Marmarth,** there was an enthusiastic turnout for the preliminary meeting, which was held at 7:30 P. M. in I. O. O. F. Hall, with 62 present; Mrs Harry V. Wyman, Chairman, introduced the President-General, who conducted the meeting Mrs Byram commended the women of Marmarth highly for their interest and zeal. It had not, at first, been thought by the General Board that there would be a sufficient number at Marmarth to form an independent Chapter of the Club, but the women there knew differently and wrote, urging the General Officers to come there and help in the organization. The result of the first gathering amply justified the hopes of the local ladies. After the speech-making, the routine business of organization proceeded and Mrs. Wyman was elected President. Light refreshments were served and the rest of the evening was passed in getting acquainted. It was a most successful and highly satisfactory first meeting. The Club Historian will give further details for publication in the Magazine.

At **Mobridge,** no interest was manifested and no meeting was held.

At **Aberdeen,** the women of the Aberdeen Division were called to meet at 6:00 o'clock P. M. in the Commercial Club Hall, where dinner was served 71 were present.

After a delicious dinner, the meeting was called to order by Mrs. J. E. Hills and the speakers introduced successively. The President-General was greatly pleased with the goodly number present and the fine co-operative spirit manifested. She congratulated them cordially and predicted a fine Chapter at that point. The business meeting followed, at which Mrs. Hills was elected President. As the time at Aberdeen was short there was no further program. Details of the meeting will be published later.

At **Montevideo,** the meeting was held in the morning in the Assembly Room of the Public Library, with 100 present, not including the General Board members. A preliminary meeting had been held previously and the organization of the Chapter was ready to proceed after the explanations by the General officers concerning the purposes and hopes of the C. M. & St. P. Ry. Women's Club. Mrs. Sizer was elected President. The company then adjourned to the Norwegian Luthern Church Parlors where luncheon was served, and a program of vocal and instrumental selections given. There was a very general enthusiasm prevading the gathering, and several women from points west on the H. & D. Division were present with a suggestion that another Chapter should be formed at Milbank where the required fifty members could be recuited; and this will probably be accomplished in the near future. More detailed information concerning the Montevideo meeting, program and officers will be published next month.

Chicago Chapter

The October meeting of the Chicago Chapter was held in the Club Rooms on Saturday October 10th, with a large number present. Luncheon was served at one o'clock with an excellent program following:

Miss Lucille Atwood opened the program with two Creig numbers on the piano. Miss Atwood is an artiste of exceptional talent and her numbers were wonderfully played. Mrs. Junius C. Gregory sang a group of French songs, first giving the translations; and then followed with a group of songs in English. She has a beautiful mezzo-

soprano voice and her charming personality won her instant attention and admiration. She was accompanied on the piano by Miss Fanny Mapes, assistant organist at St. Luke's Church, Evanston. Miss Atwood closed the program with a lovely little French composition. The program was an artistic production throughout and Chicago Chapter is fortunate in having a Program Chairman of such fine feeling for what is best and loveliest in music. After the program, the Club members enjoyed community singing. It is hoped that among the great number of members of the Chicago Chapter, a Glee Club may eventually be formed. Such a club is sure to bring great enjoyment and much profit both to those participating and to the Chapter in general.

In the absence of the President, Mrs. Grant Williams, Mrs. M. J. Larson presided and conducted the business of the meeting.

The club rooms served a very good purpose on Thursday, October 8th, when the girls of the Freight Claim Department had a shower on Miss Elizabeth Kirbach.

Miss Kirbach has been an employe of the Freight Claim Department for almost fifteen years, and while she is little in size, we all know that every inch of her radiates cheerfulness and contentment. Because of her good nature and affability, she was very popular and well liked and everyone in the Freight Claim Department will miss her, but Elizabeth says that Lambert needs her more than we do, so we let her go.

Immediately after five o'clock, all of the girls went to the Colonial Confectionery for dinner. The owners arose to the occasion and very attractively decorated the tables, furnished favors, etc., free of charge.

The girls then went to the club rooms and enjoyed themselves to their hearts content with games, music, singing, etc. Several of the girls are experts in the game of "Coo-Coo," but when it comes to carrying peas in a straw, Anna Wenzel is in a class by herself.

A beautiful gift was presented to Miss Kirbach from the girls in the office and another one from all of the employes in the office. The party was a wonderful success.

It was just broadcasted over the office radio that Miss Lauretta Porter, a young lady with a service record of eight years, will leave next week to set sail on the good ship matrimony. We sincerely hope that her new venture will be a long and happy one.

Milwaukee Chapter

The Milwaukee Chapter was one year old on October 21st and we are proud of what has been accomplished. To grow from 77 members to 390 in one year is an accomplishment which any club could be proud of. Then too we have our Valentine Card Party and Dance, the Veteran's Convention, and the delightful luncheon at the Astor Hotel to our credit.

The luncheon served at the Astor Hotel on September 22nd was very well attended, 132 members being present. Mrs. Scott, the chairman of the luncheon, certainly earned the highest of compliments for the very able manner in which she arranged all details. The piano duet played by Mrs. Coulton and Mrs. Cassell was a fitting welcome to the guests as they were being seated, and created a feeling of cheerful and happy friendship which remained with the guests throughout the afternoon. Mrs. Field gave a very interesting and instructive talk on "Interior Decorating" and Mrs. Ingraham, President of the Bensenville Chapter, helped to make the meeting even more pleasant by rendering several songs. Master W. J. Tounton sang several songs and pleased all present with his lovely soprano voice. The Chapter was honored by having Mrs. H. E. Byram, President-General as a guest and having her give a very interesting address on the chapters which have been installed over the railroad, and the plans for the future Short addresses were also given by Mrs. Grant Williams, 1st. Vice President-General, Mrs. Carpenter Kendall, one of the sponsors of the Woman's Club, and Mrs. F. E. Devlin, President of the Beloit Chapter.

A card party was held in the Club Room on Thursday, October 8th, at which forty-four guests greatly enjoyed Bridge and Five Hundred. The hostesses for the evening were Mrs. Fahringer, Mrs. Dwyer, Mrs. Kaiser, Mrs. Thiele, Mrs. Persons, Mrs. Gladys Chambers, and Miss Elsie Pritzlaff.

Another card party was planned for October 23rd, of which Mrs. Judge will be chairman, and to which all members are cordially invited.

The Annual Dinner of the General Woman's Club will be held at the Hotel Sherman, Chicago, on October 31st, and all members who are able to attend are urgently requested to do so.

The second big dance and card party of the Milwaukee Chapter will be held on November 20th and with the same co-operation which the members have extended in the past, it should be a big success. Come one and all and bring your friends, you will enjoy every minute.

Twin City Chapter

After a summer recess of several weeks, the Twin City Chapter of the C. M. & St. P. Ry. Woman's Club held its first board meeting on Friday afternoon, September 4th, at the club room in the Milwaukee Station. At 1 o'clock an informal luncheon was served the members, and was such a success that it was voted to continue the custom at each following board meeting throughout the year.

It was voted also at this meeting to establish another rather interesting innovation. That of a General Committee Meeting, to be held on the third Monday evening of each month. On these evenings the several chairmen of the various committees are to meet their members in separate office rooms for a half hour's business conference, the rooms used having been donated by those who occupy them during the day, and then all to gather in the club room for a social hour. The first test evening proved a huge success, and this custom of getting all the committees together at one time will be followed hereafter.

Our first general organization meeting unfortunately fell upon the evening of September 7th, Labor Day, and so was but lightly attended.

On Friday afternoon, October 2nd, the members of the board convened at the club room at one o'clock and enjoyed another delightfully informal luncheon, after which the business meeting was called to order by our President, Mrs. L. T. Johnston. It was voted at this meeting that the next general meeting should be in the nature of an "Open House." It was also voted to give another theatre party on December 8th, the proceeds to be used in philanthropic work. Mrs. H. G. Dodds was appointed chairman of arrangements, with full power to appoint her own corps of assistants.

Our "Open House" meeting was held on Monday evening, October 5th, in the banquet hall of the Masonic Temple in Minneapolis, and will stand out as one of the big nights on our social calendar. Invitations were sent out to all Milwaukee employes and the response was most gratifying, there being about two hundred men and women present. After a short introductory talk by our President, Mrs. L. T. Johnston, the evening's entertainment was opened by singing of a group of club songs. These were ably led and directed by Mr. A. G. Bantly, a recent acquisition to the Twin City forces.

After the singing, we were treated to an exhibition drill by the Ladies' Auxiliary of the O. R. C., which was captained by one of our charter members, Mrs. H. G. Dodds. Mrs. Dodds hopes, sometime in the near future, to form such a team from the ranks of the Women's Club. Watch our smoke

And then came the piece de resistance of the evening. Lieut. Governor W. I. Nolan gave us one of his inimitable talks on "Fools of the Age," and held his audience spellbound for nearly an hour.

Miss Elizabeth Murphy, also one of our charter members, then sang a group of songs. Miss Murphy was accompanied by Mrs. J. H. Foster.

Another "sing" led by Mr. Bantly and then refreshments. These were arranged for and served by members of the Social Committee, Mrs. W. C. Stackpole, acting chairman, and were dispensed from beautifully decorated tables, thus ending a most enjoyable evening.

Bensenville Chapter No. 3

Emma L. Capoo, Sec'y

The regular meeting of the C. M. & St. P. Ry. Woman's Club, Chapter 3, Bensenville, Ill., was held Wednesday, October 17th, at the home of the President, Mrs. W. F. Ingraham. Mrs. C. L. Whiting, the speaker of the afternoon, gave an intensely interesting talk on her recent travels through Rio Grande Valley. After adjournment, the social hour was spent playing Bunco, after which a delicious lunch was served.

The Bensenville Chapter is keenly interested in their new club house, which is under construction. The management has kept every promise and gone far beyond the expectations of the club in their efforts to materialize the dream of Chapter 3. Supt. C. L. Whiting has given this movement his personal su-

pervision, and through his interest the present location was chosen. When each detail is taken into consideration the support given the chapter by the company has been wonderful. When the club house is completed a more detailed account will be given. Just now it looks as though (thanks to our officials) our realization will far exceed our anticipations.

Dubuque Chapter

Mrs. A. E. Bock, Historian

After summer vacation Dubuque Chapter of the C. M. & St. P. Railway Woman's Club resumed their monthly meetings on September 18th.

The reports of the various committees indicate that each one has been carrying on its work through the summer. The Membership Committee reports thirteen new members. Notwithstanding the considerable relief work done the treasury still holds a good balance with which to commence the new season. The treasury was helped considerably by the proceeds of the dance held September 18th at Union Park and which was a great success. Dubuque Chapter dances are becoming very popular and everyone is looking forward to a series during the winter.

At the present time Mrs. Keck of the Program Committee and the various members who will take part, are working on a minstrel show to be given November 6th for the purpose of raising funds for a Christmas Party for the children. With the genuine talent we have in our Chapter and outsiders who are interested in its welfare and willing to help, we are sure we are going to have a good show. If enthusiasm and "pep" count for anything it will be a riot.

October 27, 28 and 29 Dubuque Chapter is going to have a rummage sale. This is held particularly for adding to the treasury for relief work during the winter when the demand and need is greatest.

After the business session the program of the evening consisted of a piano solo by Miss Janet Schmitz, a dance by Miss Mary Joan Willman, accompanied by Miss Marcella Huber at the piano, and Master Paul Huber with the drums, a very interesting talk by Miss Gabriel of the Visiting Nurse Association, and a vocal duet by the Misses Minerva and Irene Dersch, accompanied by Miss Loretta McAndrews. The meeting closed with the singing of the club song, led by Miss Irene Dersch.

All members look forward to the interesting programs and entertainment provided at the conclusion of business at each regular meeting.

Dubuque Chapter extends a cordial invitation to visiting members of the C. M. & St. P. Ry. Woman's Club, to attend any of its meetings which are held in the evening of the third Friday of each month at Eagles' Hall.

Council Bluffs Chapter

Mrs James Dillinger, Acting Historian

The Council Bluffs Chapter held a special meeting in the Eagles' Hall, October 11th, for the purpose of listening to an address by Mrs. H. E. Byram, President General of the order, wife of President Byram. Mrs. Byram fully explained the purpose of the organization, that of assisting families of employes in need because of sickness or other causes.

The chapter was also addressed by Mrs. Grant Williams, first vice president general; Mrs. Anna M. Scott, second vice president general, and Mrs. Carpenter Kendall, treasurer general, all of Chicago. The Council Bluffs Chapter is preparing to attend a "get-together" meeting of all chapters to be held in Chicago, October 31st.

Other numbers on the program included a vocal solo by Mrs. Carl Taylor, daughter of M. Galagher, terminal trainmaster of Council Buffs. Two readings and a violin solo by Miss Louise Fitch. Refreshments were served in conclusion.

A card party will be held October 29 at the Eagles' Hall for the ladies and their friends.

Plans for building club rooms are being talked over and we hope soon to have our own club rooms.

Mitchell S. D. Chapter

Florence Paullin, Secretary

The train arriving from the south on the Milwaukee Road October 12th brought some distinguished visitors into Mitchell. In the private car Snoqualmie, were Mrs. H. E. Byram, the wife of the President of the Milwaukee Railroad, and who is also President General of the Women's Club of the C. M. & St. P. Ry. Accompanying Mrs. Byram were Mrs. Grant Williams, First Vice President General; Mrs. Robt. Scott, Second Vice President General, and Mrs. Carpenter Kendall, General Treasurer, who is also the editor of the Employees' Magazine. These ladies came to Mitchell for the purpose of meeting with the local chapter of the Women's Club. Mrs. C. S. Christoffer, President of the local chapter at Mason City, Iowa, arrived on the train from the east. The ladies were met at the depot by Mrs. R. D. Miller, the President of the local Chapter, Mrs. E. Wright, Treasurer, Miss Florence Paullin, Secretary, Mrs. S. M. Grundland, First Vice President, and Mrs. Theo Reise, Historian.

Through the courtesy of Harry King, the Corn Palace was open to allow the visitors to inspect that building, Mr. Welch, acting as guide for them. They were enthused over the Corn Palace and its wonderful decorations. They were then taken for a drive aronnd the city. At 6 p. m. a dinner was served in the dining room of the Masonic Temple, at which 114 guests were seated. The tables were beautifully decorated with chrysanthemums and ferns. At the guests table miniature trains were stationed.

Following the dinner Mrs. R. D. Miller acted as toastmistress. Solos were enjoyed by Dr. Carl Boyden, accompanied by Mrs. Boyden, also a solo from Mrs. Paul Smock, accompanied by Mrs. John Crow. After the musical numbers the guests were entertained by a series of toasts, illustrating the word MILWAUKEE, each toast: Membership—Miss Florence Diehl; Inspiration by Mrs. C. Long; Loyalty, Miss Emma Reyner; Welfare, Mrs. Harvey Schwartz; Activities, Mrs. L. R. Erskine; Unity, Mrs. Theo. Reise; Knowledge, Mrs. C. L. Paullin; Energy, Miss Florence Paullin, and Enthusiasm, Miss Helen Hasslinger. After the toasts little Phyllis France and Maxine Entwistle favored us with a piano duet which was thoroughly enjoyed.

Mrs. Byram in her talk outlined the purpose of the organization in one of the most interesting speeches ever heard here. In her pleasing manner she told us of the wonderful work, both socially and welfare work the club was doing elsewhere from Chicago to the Pacific Coast. She urged all eligible women to become better acquainted with the works of the club and to hand in their names for membership. It was indeed a great pleasure to listen to her. Mrs. Williams, Mrs. Kendall and Mrs. Christoffer also spoke of the works of the club and its help.

One of the decorations was a very unique miniature train with a Milwaukee depot displayed on the floor before the speakers and guests table. Through the courtesy of Mr. C. H. Bradbury, R. H. F., electricity was connected to the train, making it electric lighted and really running.

After the banquet a formal business meeting was held. Mrs. Miller urged at this meeting for as many as possible to attend the "Get-Ttogether Luncheon" at Chicago October 31st.

Mrs. Byram and party were very much enthused about Mitchell and the treatment accorded them here and have promised to return for another visit in the near future and that return visit will be welcomed by the members of the Mitchell Chapter.

Much credit for the affair is due the committees in charge. The table decorations were in charge of Mrs. C. H. Bradbury, Mrs. C. Long and Mrs. Craig Wilson. The program was in charge of Miss Florence Paullin.

Channing Chapter Organized

On October 2nd, 1925, the following ladies of the Green Bay Chapter of the C. M. & St. P. Woman's Club went to Channing, Mich., to assist the ladies of that City to Organize a Channing Chapter of the Club: Mrs. F. C. Dow, President; Miss Catherine Browning, Corresponding Secretary; Mrs. Thos. Brady, Mrs. C. B. Cheaney, Miss Martha McConnell.

Meeting was called to order about 4 p. m. in a coach opposite the passenger station at which there were about forty ladies present.

Mrs. F. C. Dow read the by-laws of the organization and explained the motive of this club, after which the ladies decided they would like to have a chapter of their own at Channing, Mich. As a result of this decision there were thirty-six members enrolled in the club.

Election of officers was then held with the following result: Mrs. A. B. Worthing, President; Mrs. W. W. Tuttle, First Vice President; Mrs. Stanley Johnston, Second Vice President; Miss Jennie Johnson, Recording Secretary; Mrs. Lyle Worthing, Corresponding Secretary; Mrs. W. W. Pritchard, Treasurer.

On account of not being able to advise location of meeting place Mrs. Worthing appointed the following committee to locate a place to hold their

meetings: Mrs. Hines, Mrs. H. Anderson, Mrs. Sam Lavalley.

Meeting was adjourned about 5:30 p. m.

Luella Gotto, Green Bay Club Hist.

Marion Chapter

Marion Chapter held its regular monthly meeting October 9th in the Memorial hall with 56 members present. The hostesses were the Cedar Rapids members with Mrs. W. W. Dunson, chairman, assisted by Mesdames H. B. Klersey, C. C. Starbuck, H. D. McNabb, Tracy Paullin, C. T. Bowman, George Scurlock, A. W. Foftus and L. Luke.

The program was given by a group of Coe College girls. Miss Leota Kendall gave a solo dance with Miss Katheryn Bowman at the piano. Irene Menary gave a vocal solo. The story of the "Silk Stocking" was shown in pictures.

During the business meeting, presided over by the President, Mrs. M. J. Flanigan, a letter was read from the Secretary-General requesting a good attendance of the local members at the luncheon and general meeting of the club members of the Milwaukee System to be held in Chicago at the Hotel Sherman, October 31.

A report was given of the charity work which has been done by the club under supervision of the Sunshine Committee the last few weeks.

Refreshments were served by the entertainment committee during the social hour.

Tacoma Chapter

The first meeting after our summer vacation was held September 21st at the Carpenter Hall. After the routine of business, a social hour was enjoyed.

The next afternoon meeting will take place October 9th at the new Odd-Fellows Hall, at which time the final plans will be made for a dance to be given October 23rd.

Kansas City Chapter

The Kansas City Chapter met for the regular monthly meeting on October 17, 1925, at 1021 Main street.

The President, Mrs. E. C. Van Buskirk, presided. The report from the Treasurer, Mrs. Fisher, was read, and she reported ninety-one dollars ($91) in the treasury. Mrs. Fisher was absent during the summer. She met Mrs. Woodward in California, who sent greetings and best wishes for the future success of the club. Mrs. Bammer reported having sent flowers to some who needed sympathy and cheer. Mrs. Leahy reported three new members.

Mrs. Harry McKinlay reported thirty-eight dollars ($38) and eighty cents (80c) cleared at the card party given at the home of Mr. and Mrs. J. F. Anderson on October 3rd.

Mrs. Milton Leaton expressed her thanks to the club for flowers sent to her.

About twenty members of the club plan to go to Chicago to the "get-together meeting" on October 31st.

Spokane Chapter

Zelda Mae Case, Historian

On Thursday, October 8th, the Spokane Chapter held their regular monthly meeting at Culbertson's Tea Room. At 12:15 a short business session was held and then a luncheon followed. Covers were laid for thirty-six. This was our first attempt to hold a luncheon on our regular meeting day and it sure met with success.

Everyone seemed to enjoy it and it proved a very good way to get better acquainted.

Mrs. J. Lawrence, who has a very beautiful voice, favored us with a number of songs, accompanied by Mrs. Nathan Jones. She was most enthusiastically received and we all feel that our chapter is very fortunate to have such a talented member.

Our next meeting will be held at Culbertson's Tea Room on November 12th.

The Spokane Chapter held their first big social affair on October 15th at the Masonic Temple Ballroom in the form of a banquet and dance. At 7 p. m. a sumptuous dinner was served, covers were laid for 285. The tables were artistically decorated by Mrs. R. C. Peterson and Miss Ellen Shook with a variety of cut flowers. During the dinner the guests enjoyed the following program: Mr. Dudley Robinson favored us with a vocal selection, accompanied by Mr. H. E. Moody. Mr. Robinson has a very beautiful tenor voice and was very much applauded. Miss Gwenyth Janosky, a dainty little Miss, seven years of age, danced an old fashioned toe dance and garden dance. She was most enthusiastically received. Mrs. J. Lawrence followed with three songs, accompanied by Mrs. Nathan Jones. Mrs. Lawrence shows great talent in her voice.

Following the dinner and program was the dance, which started at 9 o'clock. There were 325 at the dance. Music was furnished by Moody's Orchestra, which deserves credit for doing their part in making the event one to be long remembered.

We take this means of thanking those who worked so hard to make the affair a success: Mrs. R. C. Peterson, Mrs. Clem Shook, Mrs. Fred Beal, Mrs. E. F. Rummel, Miss Bess Rocek, Miss Ellen Shook, Mrs. James Jordan, Mr. and Mrs. H. E. Moody, Mr. and Mrs. G. A. Rossback, Mrs. P. T O'Neil.

Sioux City Chapter

The heat of the summer which caused quite a migration from the city, is now over and we feel that the winter's work has begun with renewed vigor, at least for the members of the Sioux City Chapter.

Plans have already been made to take advantage of the privileges to be enjoyed in our new club rooms, which Mrs. Givens was successful in locating.

September 18th the Riverside Boat Club was the scene of a pretty dancing party, given by our Chapter. The hall was very prettily decorated, and while the crowd was not up to expectations those who attended were well entertained. The dance having been twice postponed on account of inclement weather, was no doubt responsible for the absence of a few.

A feature of the evening was some very clever dancing offered by Mr. Harrold Gallant, Yard Clerk. Mr. Gallant possesses exceptional talent in this line and we hope he will lend these talents for our benefit again in the near future.

October 19th ,the club will give a benefit card party, as the cold weather approaches there will no doubt be many needs to be relieved and it is the wish of the officers and members to create a fund for this purpose.

Our president, Mrs. Martinson, is right on the job, and has already appointed a committee to make arrangements to care for the kiddies at Christmas time. Mrs. Robun, assisted by Mrs. W. A. Jenkinson and Mrs. Earl Murphy are very efficiently handling the matter, and are making plans for a Chrismas tree and baskets for the needy.

The November meeting is to be followed by a social evening to which the members have invited their husbands and friends. There will be dancing, cards and a good time for all. Everything "free for nuthin'" is the promise of the committee in charge.

The members of the Sioux City Chapter of the Milwaukee Women's Club enjoyed a short visit with Mrs. Byram and party Saturday, October 10th.

A large delegation of the women were at the depot to meet them as they passed through the city en route to Council Bluffs, Iowa.

Mrs. Byram was accompanied by Mrs. Grant Williams, Mrs. Robert Scott and Mrs. Carpenter Kendall.

Superior Division Chapter

Luella Gotto, Club Historian.

The regular monthly meeting of the Green Bay Chapter of the C. M. & St. P. Woman's Club for the month of October was held in the American Legion Hall, Thursday, October 16th. The meeting was largely of a business nature to plan the fall activities of the club. They will be resumed with a ball in the Crystal Ball Room of the Hotel Northland on October 23rd. The Way and Means Committee with Mrs. Charles Allen as General Chairman in charge and the affair promises to be a delightful one. Following the ball on November 5th will occur our first annual sale and supper. Both fancy and useful articles made by members of the club will be on sale.

Every member was urged to attend our first annual get-together to be held at Chicago on October 31st. A special car will be furnished for members from the Superior Division.

On October 2nd Mrs. F. C. Dow, our president, with a few members of our club, organized a new chapter of the C. M. & St. P. Woman's Club at Channing, Mich. They already have a membership of thirty-five with a promise of a hundred per cent membership before their next meeting.

Mason City Chapter

Fern Wolnerton, Corresponding Sec'y

Fifty members and six guests attended the first meeting of the season of the C. M. & St. P. Woman's Club Thursday evening, September 24th, in the club rooms.

The feature of the program was the address given by Mrs. J. E. McDonald on the Mission of the Cartoon. It was educational and instructive as well as entertaining. Miss Carrie Bradbury and Miss Blanche Davis played two piano duets.

The C. M. & St. P. Woman's Club

rummage sale in which we went clear "over the top" was the big event of the week of October 8, 9 and 10. Mrs. P. A. Gallager acted as chairman of this most successful affair and was assisted by a very interested and ambitious committee of ladies. It is by general consent that Mrs. G. W. Warner is given a great deal of credit for the large number of solicitations she collected.

Wearing apparel of every sort was given by our members and non-members as well. Our three days of special effort was well rewarded for $320 was taken in during this time. We feel that with such good results our club will be able to do much good in the future.

Our rummage sale ended in a very unusual manner. An auction sale conducted by Messrs. Rooney and Delaney disposed of a great number of articles that we possibly would not have been able to sell otherwise.

The Mason City Chapter is looking forward with much enthusiasm to the big general meeting of all chapters which is to be held in Chicago October 31st. We hope that we will have a 100 per cent representation at this get together.

Savanna Chapter

Minnie Sitzberg, Historian

Savannah Chapter held its first meeting after its summer vacation at Royal Neighbor Hall September 16th.

A number of entertainments were planned for the winter, among them a character party to be held October 30th, a home talent play the latter part of November and a watch night card party to be held December 31st.

After the reading of reports of committees refreshments and dancing were enjoyed.

The Savanna Chapter met again at Royal Neighbor Hall October 7th. The plans are to meet twice a month, one meeting for business and the other for entertainment. The Ways and Means Committee reported $40.75 taken in at a rummage sale and a nice sum will be realized from our character party October 30.

Our President, Mrs. Urbutt, reported that our club house might be available by the first of the year.

At the close of the meeting refreshments and cards were enjoyed by all.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

The Kansas City Chapter held the monthly business meeting at the Business Woman's Club on September 19th, 8 p. m., with Mrs. E. C. Van Burkirk, Vice President, presiding.

In the absence of Recording Secretary Mrs. Harry Burns, who was in California, Miss Clifford was appointed to act as secretary. The regular form of business was taken up and a letter from our president, Mrs. E. G. Woodward, was read, asking that her resignation be accepted, as she had gone to California in the early spring and would remain during the coming winter. The club voted to accept the resignation and Vice President Mrs. Van Burkirk was unanimously elected to fill the vacancy, whereupon she was presented with a bouquet of beautiful pink roses. Although greatly surprised she immediately gave words of appreciation and her desire of loyalty to the club. After the business session a social hour of cards was spent—table prizes being awarded to the highest score. Dainty refreshments of ice cream and cake were served.

On Saturday evening, October 3rd, Mr. and Mrs. J. F. Anderson invited the club to their beautiful home, 110 South Spruce, for a card party. About eighty guests were present and as different games were played, each table was awarded a prize. The grand prize, a wonderful angel food cake, made and donated by Mrs. John Bammer, was drawn by Mr. James Wood, 126 South Kensington avenue. Bon bon dishes filled with assorted candies were placed on each table. Punch was served on the porch. Another delicious angel food cake, donated by Mrs. Harry McKinley, was raffled and drawn by Mrs. White. The cake brought five dollars. The proceeds of the evening amounted to $39.

Mr. T. F. Cole, a very thoughtful neighbor of Mr. and Mrs. Anderson's, furnished a moving picture machine, with which he gave us some very entertaining and laughable pictures, and during this time Mrs. Smith presided at the piano.

It was the expression of each guest that they had spent a most enjoyable evening, and all thanking Mr. and Mrs. Anderson for their generous hospitality.

Beloit Chapter

The Beloit Chapter of the C. M. & St. P. Women's Club on Wednesday evening, October 7th, tested out a new place of meeting, forsaking their hall where they have been meeting on the first Saturday afternoon of each month, and using Superintendent Devlin's business car 3179 for their special meeting. This proved to be a popular innovation, about fifty members being in attendance.

Mrs. F. A. Devlin, President, called the meeting to order and the usual procedure of business followed.

Singing of the songs which are to be sung at the Chicago Luncheon was introduced.

The ladies present concluded it would be well for the present to try out meeting in this car on the first Wednesday evening of each month for business meetings and retain the hall, for which sufficient money had been raised to cover the annual rental, and hold card parties or some benefit entertainment the first Saturday afternoon of each month to increase the benefit fund.

A few matters of welfare work were discussed and some recommendations made.

From the canvass of the members present, it proved that the Chicago Luncheon is going to be a huge success, as the majority of those present signified their intention of attending, and a list of members unable to be present at the meeting from out of town was received by the President.

A Hallowe'en party was talked of, and the festivity was turned over to the members of the office force of the Superintendent's office, to be held when, where and how they deemed fitting and best, about which we will be able to tell you a little later.

A number of the Rockford ladies graced the meeting with their presence, as well as our loyal members from Shirland.

The meeting was adjourned for refreshments and a general social hour and all present expressed their enthusiasm over the splendid success which the meeting had been.

Sioux Falls, S. D.

On October 10th, the Sioux Falls Chapter was hostess to its President General, Mrs. H. E. Byram of Chicago.

At 10:30 A. M. a short business session was held at Mrs. E. Murphy's residence and at 12 o'clock the party was escorted to the Chocolate Shop where luncheon was served.

Mrs. Byram made a very impressive talk to the ladies stating that the Sioux Falls Chapter was above the average, there being over fifty percent of eligibles in the Chapter and that she was highly pleased with the manner in which it had been handled. She explained the method of electing officers which would soon come up and urged that the membership not be drawn on too heavily but to give the public benefit card parties and dances whereby the public would be the contributor and not the membership.

Accompanying Mrs. Byram were Mrs. Grant Williams of Chicago, 1st Vice President-General, Mrs. Robert Scott of Milwaukee, 2nd. Vice President-General, Mrs. Carpenter Kendall, General Treasurer, also of Chicago.

The outstanding feature of the affair was the expression of genuine good feeling that exists among the employes and their families on the "Milwaukee" Ry.

We were all highly pleased to have Mrs. Carpenter Kendall with us, she being the Editor of this magazine, gave us the feeling that we were old friends, for we surely do enjoy every page of the magazine.

Mrs. Byram and party left on the ARROW at 2:15 P. M. for Sioux City, where the party held a similar meeting with the Sioux City Chapter.

Wausau Chapter

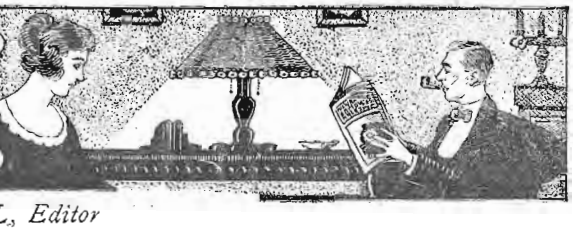
A pleasant social meeting of the Chicago, Milwaukee and St. Paul Woman's Club was held yesterday afternoon at the Business and Professional Woman's Club. Cards were played, Mrs. A. H. Munger and Mrs. P. H. Nee winning favors in bridge and Mrs. Elmer Nienow winning favors in five hundred. About sixty members were present. Mrs William Swain of Wisconsin Rapids and Mesdames George Boehm, R. L. Truax, Jack Mistel, Tom Lane, Ray Gillepeau, Ed Blanchfield, Archie Akey, Carl Granholm, and Elmer Bloomquist all of Merrill. A number of the ladies plan to attend the big get together meeting which will be held in Chicago Oct. 31. Mrs. Emelie Randow offered her home for a meeting in which it is planned to sew card table covers—plans are also under way for a card party to be held on October 20th, which will be guest day.

Frank E. Wright formerly of Lewistown, and baggageman for some time at Ladysmith, Wis., is back with us again, having accepted a position with the American Railway Express Co.

Mrs. C. E. Shaw, wife of our genial Harlowton-Lewistown engineer, is visiting their son at San Francisco.

Pleasant Gurn, wife and family have returned from an extended visit with relatives and friends on the coast.

AT HOME



HAZEL M. MERRILL, Editor



Baby Lorain Wortham and her Daddy Switchman H. Wortham, of Galewood on a Giant Sunflower.

Winter Fashions

Dame Fashion has suggested fullness in skirts; in the back and on the sides of coats, and in the front for dresses. Upper part of dress and coat are close fitting; sleeves are long with fascinating cuffs, puffs, and trimming. Skirts are to remain short, at least twelve inches from the floor; shoulders are narrow, and the general outline of the silhoutte slim, but not scant. There seems to be a decided preference for small hats, although large ones are somewhat popular for dress. Hose must harmonize with shoes, but of contrasting shade. One must be careful to choose clothes in accordance with the style that is new, but not one that is eccentric and passing. It is sometimes difficult to do this when so many new models are being shown and so many statements being made with reference to styles that seem to be conflicting. Fur promises to be very much in evidence and most everything seems to have a dash of fur here and there. Materials are of velvet, brocade, satin, tweed, jersey, all fur-trimmed. The ensemble costume remains in favor, although the coats and dresses are of different material, carefully contrasted as to color. The ensemble is equally as popular in sports clothes as in afternoon and evening frocks. An occasional flare or plait are used to permit ease and grace of movement, in sports clothes, but the general outline remains slender. Waistline remains at the hips; V necklines for day and street wear, with oval for evening and formal afternoon dresses. Many afternoon dresses and sports clothes close at the throat. Evening garments are a perfect riot of bright, dazzling colors.

They are embroidered and beaded and very elaborate as to material, but simple in design, the fabric acting as a trimming in itself. Waistlines are low and uneven, usually higher on one side than the other; skirts for evening also short.

While the ensemble costumes remain popular, top coats have again come into their own this fall and for winter. Broadtail trimmed with Japanese martin; tweed with caracul; duvetyn with black caracul; black casha with gray krimmer; kasha duvetyn with nutria are some of the new models.

Shawls promise to be popular for evening wear. Scarves remain in favor, and some of them are so large as to resemble a shawl.

Wardrobes for the wee tots must also be given attention, for at this season of the year, they too, long for new, warm outfits, and the main thing to be remembered is that the wee tots want to be gowned similarly, for what one wants to wear they all want to wear, and it is a tragedy for the child who is the exception. A little basque frock of dark wool jersey, laced down the front with bright-colored grosggrain ribbon: quite long waisted: pocket at left for kerchief: long sleeves with cuff; gathered straight skirt, makes a charming school frock for a dainty miss. Little chaps between the ages of four and twelve must have a suit just like Daddy's—long trousers, vest, and coat.

Household Hints

Did you know there was a way of cooking an old hen so that it tastes just like spring chicken? Prepare and truss a three-year old fowl as for boiling and then put one onion inside. Then place on meat stand in roomy saucepan. Stand should be tall with long legs that lift fowl high above bottom of pan which should contain enough cold water to reach to the pan supporting the fowl without covering the fowl. After two hours of steaming, lift the fowl out, remove onion, stuff the fowl in usual way for baking: place in oven and bake until tender. If you desire steamed chicken, steam three hours instead of two; remove onion, make white sauce, and garnish with lemon rings. Whichever way you serve the fowl the onion is all important. Giblets should be stewed separately, in order that a full-flavored gravy may be obtained.

To freshen dingy wall paper, which does not have a pattern, get about a quart of flat ivory paint and daintily dab the walls with a sponge. You may use the original color of the paper or a harmonizing tone. If harmonizing tone is used, care should be used not to method will produce a stippled surface with soft blur and is very attractive.

Place a lid on the frying pan and get it too dark or too gaudy. This doughnuts and crullers will cook more tender.

Cut down the tops of burdock weed and drench the stalks with kerosene. This will destroy them.

Add a small amount of household ammonia to water you give your house plants and it will act as a fertilizer.

If you have an old-time quilted pillow, which you have cherished for years, bring it out and put it into service; for it is the newer fashion in pillows. Perchance you learned how to quilt in days gone by and know how to make a new quilted pillow; or there is nothing so difficult about it, but what one may learn if you so desire, and surely these fascinating, attractive pillows are well worth the effort. The Ladies' Home Journal for October offers some pleasing designs.

Of course, you have taken care of your fall planting of minor spring bulbs. Snowdrop is such a pleasing little flower and will bloom bravely in early spring if planted in the autumn before the ground freezes solid. Tulips and hyacinths planted in rows with snowdrops between the lines, makes a beautiful springtime garden. The snowdrops bloom first and then form a lovely background of green for the tulips and hyacinths. If snowdrops are not disturbed by other planting, they will bloom each year with almost no care. Crocuses, Glory-of-the-Snow, Winter Aconite, Grape Hyacinth, etc., are some of the other bulb plants that may be planted in the fall and will burst into bloom in early spring.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1925-1926 BOOK OF FASHIONS. Address Miss Hazel Merrill, 802 Union Station, Chicago, Ill.

5278. **Ladies' Dress.**—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3⅝ yards of one material 40 inches wide and 1 yard of contrasting if made as illustrated in the large view. Width of dress at lower edge is 52 inches. Price 12c.

5254. **Ladies' Dress.**—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4 yards of material 40 inches wide with ¾ yard of contrasting for collar, bands and puffs if made as illustrated. The width of the skirt at the lower edge is 2⅝ yards. Price 12c.

5243. **Child's Dress.**—Cut in 5 sizes: 1, 2, 3, 4, and 5 years. A 2 year size requires 1¾ yard of 36 inch material. Price 12c.

5249. **Girls 'Dress.**—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size as shown in the large view, will require 2 yards of 40 inch figured material and ⅝ yard of plain. If made with short sleeves and of one material 2½ yards of 40 inch material will be required. Price 12c.

4692. **"Peter Rabbit" and his Winter Suit.**—Pattern includes "Dolly" and garments and is cut in 3 sizes: Small 12, Medium 16, large 20 inches in length. A 12 inch size requires ½ yard, for the "doll" and ⅞ yard for the Jacket and overalls. Price 12c.

5029. **A New Doll.**—Cut in 6 sizes: 12, 14, 16, 18, 20 and 22 inches in length. A 16 inch size requires ⅝ yard of 36 inch material for the Doll. Rompers, and Waist and Cap requires 1 yard if made of one material. To make Waist and Cap brim of contrasting material requires ⅜ yard. Price 12c.

5290. **Girls' Dress.**—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 1⅝ yard of striped material and ¼ yard of plain 54 inches wide. Price 12c.

5242. **Child's Coat and Cap.**—Cut in 4 sizes: 6 months, 1, 2 and 4 years. A 4 year size requires 1¾ yard of 54 inch material for the Coat and ⅜ yard for the Cap. Price 12c.

5273. **Ladies' Apron**—Cut in 4 Sizes: Small Medium, Large and Extra Large. A medium size requires 2 yards of 36 inch material. Price 12c.

The Thanksgiving Dinner

The Thanksgiving Turkey. Clean, stuff and truss a ten pound turkey. Place on its side in a roaster or dripping pan. Rub surface with salt and butter rubbed to a cream and mixed with a little flour. Place in a hot oven and when it begins to brown, reduce heat. Baste every fifteen minutes until turkey is done—about three hours. For basting, use one-half cup butter melted in one-half cup boiling water; and after this is used up, baste with the drippings in bottom of pan. Turn the turkey frequently, that it may brown evenly. If a covered roaster is used, put the melted butter and hot water into the roaster at first, cover and cook, opening the roaster only to turn the bird when needed.

Turkey Stuffing. The question of dry stuffing vs. moist stuffing is a varied one and much argument takes place amongst cooks as to which is the choicer and tastier method. A good dry stuffing is made with one stale baker's loaf finely chopped; one-half cup melted butter, a scant teaspoon of ground sage, salt and pepper. Mix together and stuff turkey. A quarter of a pound of finely chopped salt pork and one-third of a cup of butter may be used if liked. A favorite moist stuffing is made with one stale baker's loaf, half to two-thirds of a cup of boiling water; one-third cup fat salt pork, finely chopped; one egg, salt, pepper and sage. Cut bread in slices and toast a delicate brown; then put in chopping bowl and chop while adding the hot water. Add the pork and well beaten egg and last, the seasoning.

Cranberry Frappe.—Cook one quart of cranberries in two cups of water eight minutes; then rub through a sieve. Add two cups of sugar and the juice of two lemons. Freeze to a soft mush, using equal parts of ice and salt.

Cranberry Jelly.—Boil four cups of cranberies in two cups of boiling water twenty minutes. Rub through a sieve and cook again three minutes. Add two cups of sugar and boil two minutes. Turn into mould and chill.

Stuffed Celery.—Wash, scrape and cut celery in two-inch pieces. Work one tablespoon of butter until creamy, add two tablespoons of Roquefort cheese and stir until thoroughly blended. Season highly with salt and paprika. Spread mixture on inside of celery stalks and serve on lettuce bed. If preferred, cream cheese may be used instead of Roquefort, but the Roquefort and celery is a wonderful combination and a splendid substitute for salad with a heavy dinner.

Fruit Pudding.—Put enough suet through the food chopper to make one cup; add to this one cup of molasses and one cup of sour milk. Add two cups of flour mixed and sifted with one and one-half teaspoons of soda, one-half teaspoon of salt, one teaspoon of cinnamon and one-half teaspoon clove. Dredge one and one-quarter cups of seeded raisins and three-quarters cup of currants with three-quarters of a cup of flour and add to the mixture. Turn into a buttered mould, cover and steam four hours. Serve with Lemon Sauce.

Lemon Sauce.—One large cup of sugar; one-half cup of butter creamed together. Yolk of one egg beaten until thick and lemon colored. Add to the first mixture and beat for some minutes, adding gradually the juice of one-half a lemon and the grated rind; one-half teaspoon of nutmeg; and the stiffly beaten white of the egg. Beat all together adding gradually three tablespoons of boiling water. Put in top of teakettle to heat, but do not boil. Stir frequently.

5186. Ladies' Coat—Cut in 6 sizes; 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size, as illustrated, requires 4⅛ yards of 54 inch material with ⅝ yard of contrasting for collar, cuffs and facings. Price 12c.

5260. Misses Dress.—Cut in 3 sizes: 16, 18 and 20 years. A 16 year size made as illustrated will require 1⅝ yard of plain material and 2⅛ yards of figured 54 inches wide. Without sleeves 1½ yard of plain is required. The width of dress at lower edge is 2¾ yards. Price 12c.

5255. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 4¼ yards of 40 inch material with ⅝ yard of contrasting for trimming as illustrated. Price 12c

From the Banks of the Wabash

Fred Pearce,, our General Timekeeper, is all smiles these days. Fred is the Director and Manager for the Pearce Simple Six Jazz Orchestra and has landed several fine dance contracts for the coming season. Where this fine organization plays they always are down for a return engagement. The personal of this orchestra is from employees of the Milwaukee. This band is open for engagements.

Some of the Rea Building employees have been fooled several times lately since the new building on the west is being erected. On hearing a peculiar noise, some of our most talented musicians, such as Al Jones and Raleigh Cole have been unable to decide whether it was concrete mixer or F. G. Pearce's Simple Six.

We are wondering what the real attraction is in California for our "old batch" timekeeper, Fred Mancourt, Fritz says it is the sunshine and flowers. Be honest, Fritz, how about the ranch, widow and children? We are wise. Go right ahead. We are for you 100%.

Leo Huberti—alias Benny Leonard—is having his ups and downs these days. "Benny," who is an ardent "Pirate" supporter has placed several bets on this aggressive aggregation. To date, he has nothing but grouches, but at this writing, he is still in hopes.

L. S. Amour, Division Accountant, and wife have returned from a pleasant vacation trip to Colorado Springs.

We feel that honorable mention is due C. R. Newberry, SeSction Foreman Delmar, who, on August 11th, flagged first red ball, which had two brake beams dragging, notified train crews, who removed same and therefore avoided a possible derailment.



A Radio Set For Everyone

Chelsea Model No. 110 Receiver

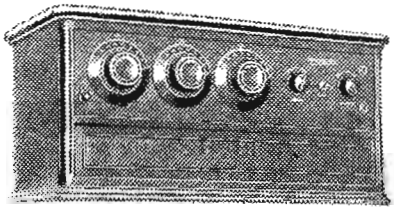


This is a single tube regenerative receiver built to meet the demand for a high grade, low priced receiver. It will bring in distance stations as well as local stations with remarkable clearness. It is designed to operate on either standard dry cell or storage battery tubes. If properly installed with a good antenna it will bring in stations up to 1,000 miles distance. While it is inexpensive, it incorporates every desired feature to make it practical. It is finished in mahogany and shielded with a bakelite panel. It has a single tuning control, a single regeneration control, and back connections for batteries.

Regular Price, $18.00 Special $12.50 only

Complete, tubes, batteries, etc. $19.50

If you are after the Best Results that Science of Radio has Produced you will select the *RADIOGRAPH II*



For long distance reception at its best, it has no equal. From East, West, North and South the exclusive features of this remarkable set brings to you without distortion and loss of tone values, the programs of all the great broadcasting stations of the country. You will get these programs clearly and distinctly so as to make you marvel at the results.

If your dealer does not as yet feature the RADIOGRAPH II, write us for further detailed information.

3-Tube Long Distance Receiver



Chelsea Model 122

It has a single tuning control which makes it unusually simple to operate. One complete turn of the tuning dial will bring in all stations. It covers the entire band of wave lengths now used. This set is especially noted for its selectivity. Any single station can be received without interference from any other station. The reradiation in this set is also reduced to a minimum. Insures an enormous volume on local and distant stations on any make of loud speaker. The simplicity of operation in this set has made it very popular. It generates a tone quality that is beautiful, soft, mellow and lifelike. Because of its low price and high efficiency, this set has become the most popular on the market today. It has a bakelite panel and the cabinet is finished in mahogany.

Regular Price, $40.00 Special, $22.50

Tubes, batteries, etc. all complete $42.50

RADIOGRAPH II

"WIZARD OF THE AIR"

Write us for full particulars, as we can supply Radio Receiving Sets of the better kind. All sets and parts guaranteed.

(Complete "Radio Log" furnished to you upon request)

C. E. NIEHOFF & CO.

141-145 W. Ohio Street

CHICAGO, ILLINOIS



Special Commendation

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

H. & D. Div. conductor A. R. Middlebrook, although not on duty, rendered valuable assistance at the time of the derailment of train Extra 8004, on the night of October 13th, at Bird Island. It is such work as this rendered by our loyal employes that helps the game along, and is greatly appreciated by the management.

Operator G. A. Stigler, Slater Tower, on September 16th, discovered a piece broken out of the ball of the rail on the interlocking plant. The defect was discovered as he was on his way home at midnight, and he immediately notified the section foreman who made the necessary repairs without delay.

Illinois Division engineer Geo. E. Hyatt was instrumental in securing 257 delegates from Chicago to Seattle to attend the convention of the Int. Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers in September. Of this number 193 made the trip on a special train out of Chicago, Sept. 10th, the balance of the people traveling in special cars on regular trains. Out of the entire number, 163 were routed via our line from Omaha on the return trip via San Francisco.

On September 29th, C. M. G. conductor Jacobus noticed a bad spot in track between switches at Andres and notified the crew that he met at Momence, advising them to stop and examine before passing over. Upon investigation ten inches were found broken out of the ball of the rail, at the point mentioned.

On Aug. 12th as Dubuque Division train No. 3 was pulling out of Dubuque Shops Yards at 6:50 A. M., Charles Ehrlich, laborer in the Car Department started to cross the tracks not seeing the approaching train. Seeing Mr. Ehrlich about to cross the tracks, another laborer, R. Penchoff, of the Locomotive Department motioned him to stop as the train was coming. The engineer also whistled, but this confused Mr. Ehrlich,, who stopped in the middle of the track not knowing which way to go. Mr. Penchoff, realizing that not a moment was to be lost if Ehrlich's life was to be saved, rushed forward and pulled the aged man off the tracks, risking his own life in the endeavor, for the engine just grazed his shoulder as he accomplished his heroic act.

L. F. Hewitt, H. & D. Division, discovered sand board down on car in Extra 8089, east, at Glencoe, September 12th, and immediately signalled for train to stop. The defect was removed before further damage had occurred.

Mineral Point Division brakeman J. A. McDonald was instrumental in securing a large number of passengers for the special trains on the Mineral Point Division during the season just closed. He was the means of securing 14 passengers from Shullsburg for the Milwaukee Special and 16 passengers from Mineral Point to Chicago.

The following Coast Division employes rendered valuable assistance by their prompt action in removing cars and extinguishing fire at the Maytown Lumber Company's Yards at Maytown, Wash., July 26th. Conductor C. H. Russell; W. H. Payne; brakeman, J. W. Willis; engine watchman, P. W. Pearce and agent, E. W. Hoag.

Engineer Richard Kaiser, Milwaukee, Wisc. on July 12th discovered a broken rail while backing C. & M. train No. 7 out of coach yard through Tower A-4, stopping the engine and notifying the proper parties so that repairs could be made immediately.

Jas. T. Clark, Car Foreman, Kansas City was instrumental in securing one revenue passenger from Kansas City to Dubuque, Ia. and return.

Mrs. W. H. Fesler, wife of Local Agent at Kansas City was instrumental in securing two revenue passengers, Sept. 1st., from Kansas City to Chicago.

A Wonderful Trip on the Milwaukee

Below is an extract from a letter written by Mr. Will Sibson of Sioux Falls to Agent W. D. Griffith of that place, in appreciation of the valuable assistance Mr. Griffith had been in planning a trip for Mr. Sibsen and family; and expressing his gratification at the service and the pleasure the party experienced passing over the Route of The Olympian through the mountains:

"I feel that I owe you a letter, not so much as a neighbor, but as a matter of appreciation for the assistance you rendered to us in planning our trip. The routing was fine. Will say so far we have had a wonderful trip, and particularly that part of the trip over the C. M. & St. P. R. R. Will say, frankly, that the Milwaukee Railroad is second to none. We had as fine service as could be given to anyone.

And, as to the trip over the Rockies, it was wonderful, particularly in that part where the electric locomotives are used. We did not lack for power, and the electric engine is a marvel. As you, no doubt, know there are numerous tunnels passed thru over the mountains, and with the electric engine we had no smoke to contend with which made it a delightful trip as we had an Observation Car on our train almost all the way through the Mountains."

Enjoyed His Trip Through the Dells

The Sunday excursion trains to various points the past summer brought great enjoyment to thousands of people, and the following letter of appreciation of the service is typical of the feelings of satisfaction which the returning passengers brought back with them after a pleasant day at The Dells.

Chicago, Milwaukee & St. Paul Ry.
Transportation Dept., Chicago, Ill.
Gentlemen:—

Permit me to express my thanks and appreciation to the Chicago, Milwaukee & St. Paul Railway and to the gentlemen who have handled the Special Excursion to the Dells on Sunday, September 13th. I have enjoyed this trip to the utmost and from numerous remarks that I have heard from other excursionists. I can safely speak for the majority that they have enjoyed the wonderful service (which, by the way, was Pullman service in Coaches) given both by the Chicago, Milwaukee & St. Paul Railway and the Dells Boat Company.

If, in the future, I should visit any points served by your Company, I will not hesitate in selecting this Railroad for transportation and service.

Very respectfully yours,
(Sgd.) Edw. J. Gresens

Thanks Agent Reinhr, Savanna, Ill. for Fine Trip

The following is another of the many letters written by grateful and appreciative passengers after a pleasant and comfortable trip over The Milwaukee, the details of which had been worked out by careful and painstaking agent.

Mr. C. F. Urbutt.
SSupt. C. M. & St. P. Ry.
Dear Sir:—

I want to express my appreciatiou for the effort that your local Agent Mr. A. J. Reinhr put forth this summer in making my trip such a pleasant one.

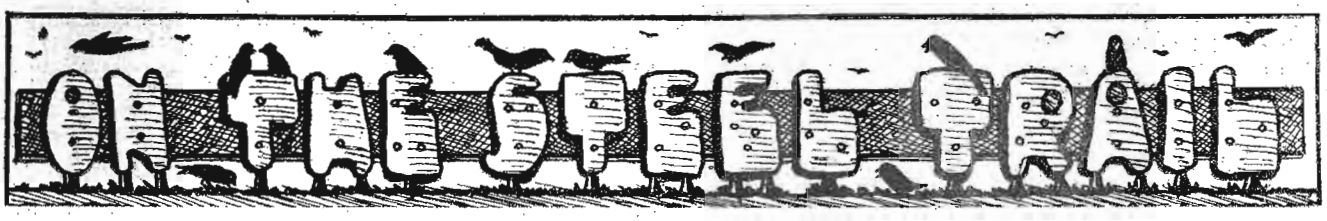
He spent much time and went to a great deal of trouble to make my plans complete, in routing me thru the Canadian Rockies to Vancouver, thence by boat to Seattle, and Mt. Rainer Park, and my return home with several stop overs, via C. M. & St. P. Ry. Electrified and found the Olympian service superior to all.

His itinery was complete in every detail and everything worked out just as he planned it, and I enjoyed a wonderful trip with every comfort. Mr. Reinhis deserving of much credit for the interest he shows in such matters, and I want to thank him thru you and your Railway Magazine for what he done for me.

Yours truly,
Mrs. Louis L. Gydeson

Loyalty

"Be loyal to your family
There's where it should begin.
Be loyal to your country
Of course we always will.
Be loyal to yourself
Of course that's understood.
Be loyal to your employer
And he's sure to be loyal to you.
If sickness overtakes you,
And misfortune too,
Remember there is always some fellowman
That is bound to be loyal to you.
You may feel a bit grouchy
About some of the things that you must do
But remember the other fellow,
Has his misfortunes too.
Some of us work for advancement,
Others just for a name
You will find it that way,
In almost any game.
If you like your work
That's half the game.
Let George do it,
You will hear some fellow exclaim.
This game of passing the buck
Is absolutely wrong
There is sure to be something missing,
Or something is bound to go wrong.
It is quite a task to finish,
What the other fellow begun,
So if we all work together hand in hand
I'm sure there will be more contentment.
And more accomplished in the end.
So be loyal to those around you,
And you're sure to make more loyal friends."
E. J. Vollmar, Train Baggageman, LaCrosse and Lakefield, S. M. Div.



Coast Division

C. C. C.

A great many employees along the line will regret to hear that Dick Wende has left this company to accept a position in Chicago. The Illinois Central is electrifying its Chicago terminals and offered "Dick" such a good position he could not refuse the offer. In the four years Mr. Wende has been on the Coast Division he has made friends with every one he met and there is not one of us who did not feel sorry to see him leave. As a token of the high esteem in which he was held, Coast Division employees presented him with a beautiful watch and chain, suitably inscribed. Mr. Walter Evans made the presentation speech in his usual capable way and his remarks brought tears to many of our eyes.

We wish success to "Dick" in his new position.

We are glad to report the return to work of "Archie" Long who has been quite ill in St. Joseph's Hospital. Also Miss Leah Flake is recuperating after a tonsil operation.

The hunting season is on. We hear rumors of venison and birds, but so far it is just rumor. We would like to taste of some of these birds. Come on "Cal" and Sam the correspondent its your treat.

Mr. H. J. McMahon, together with Mrs. McMahon and daughter "Bobby" have returned from their annual vacation spent with relatives in Deer Lodge.

Mr. and Mrs. Charles Negley spent three weeks of their vacation touring California, also took in the sights of the famous town across the border—Tia Juana.

Other employees vacationing include Miss Margaret Olsen who left October 10th for a California trip. Miss Olsen is determined to see Tia Juana even though the greater part is in ashes.

Mr. Richard Baughn made a flying trip to New York City, Niagara Falls, and the St. Lawrence River country, the latter part of September and the first of October.

Miss Florence Larson of the Supt's office and Lester Ellis of the Division Engineer's office were married September 9th at the home of the bride. After a wedding trip to Portland and up the Columbia River Highway, Mr. and Mrs. Ellis returned to their new little bungalow home already furnished. Mr. and Mrs. Ellis were recipients of some very beautiful gifts for their new home.

A party made up of some of the employees of the Superintendent's office charivaried the newlyweds.

Mrs. A. Newall Wyllys (Alice Furro) formerly of our office has arrived from her home in Long Beach, California, for a visit with her relatives and friends. We are glad to have Alice with us again even if it is only for a short visit.

Twin City Terminals Happenings

Nah

"Safety First put in practice is the best insurance any one can buy."

The Annual Chief Clerk's Staff Meeting was held at Milwaukee, August 24th and 25th and Miss Emily Hiddleston of Minneapolis attended same and reports a very interesting affair.

The Master Mechanics' Staff Meeting was held at Milwaukee, September 14th, 15th, and 16th and Mr. John Turney, Master Mechanic of the River, Duluth, C. V. & W. Divisions and Twin City Terminals was awarded with second prize.

Minneapolis had many visitors in the recent past and amongst them were Messrs. O. N. Harstad, I. Jordan, J. Bodenberger, W. Gardner and J. E. Elders.

Mr. J. E. Bjorkholm met a committee at Minneapolis, September 30th, in connection with running passenger engines thru Minneapolis-Mobridge which is expected to be put in effect in the near future.

Mr. Harold Odegaard of Green Bay visited the shops at Minneapolis, September 21st and we were all glad to see him—hope he comes again in the near future.

The President and Directors Special arrived in the Twin Cities, October 7th, making a general inspection of the property, including the new Terminal at St. Paul.

The new St. Paul Roundhouse located at Pigs Eye is a very busy place— everybody moving into their new quarters and adjusting themselves with the new location.

The Correspondent has had no assistance from Miss Florence Kelly of the Store Department of late, but we note she is still on the job, meeting her escort, who patiently waits every night at the gate with a car. If not too busy Florence would appreciate some items from you.

Mr. Ed. Fisher of the Store Department passed away September 28th, after a long siege of illness, although at the time of his death, he was working, but was taken away suddenly through a stroke. We extend our sympathy to the family.

"With Safety First as our motto, we'll live as long as we auto."

Wisconsin Valley Division Notes

Lillian

A daughter, Betty Jane, was born to Mr. & Mrs. Nick Obey on October 7th.

A son, Joseph Jr. was born to Mr. and Mrs. J. Shira on October 7th. Mrs. Shira was formerly Miss Helen Conklin, timekeeper in Superintendent's office.

Grandma and Grandpa Billington are rejoicing over the arrival of a grand daughter on October 8th.

Mr. Harold Nee has accepted a position with the Mason Fiber Company, located at Laurel, Miss. We hope to hear that he will be well pleased with the new location and the position as well.

Martin Severt, Yard Helper at Merrill was injured while working, when a cable slipped and struck his leg, causing a fracture. He was taken to the Merrill Hospital where he is receiving treatments.

Mrs. Jos. Fries of Merrill visited at Wausau.

Mrs. Grace Munger left for an extended trip to Seattle, Portland, Sacramento and Ogden, she expects to remain most of the winter.

Mrs. Frank Mathies was pleasantly surprised Friday afternoon, October 9th, by members of the Ladies Auxilary to the Brotherhood of Railway Trainmen, the occasion being her birthday anniversary. The afternoon was spent at cards, prizes being awarded to Mrs. E. J. Graham, Mrs. Ray McCulloch and Mrs. Charles Whitney. Mrs. Mathies was presented with a gift from the guests. A delicious lunch was served after the games.

Train Dispatcher A. W. Warner, has been laid up with rheumatism for the past week, but is reported as improving.

Mr. B. P. Godard, Hostler Helper at the Roundhouse had his foot injured to such an extent that it was necessary to amputate three toes. He is at St. Mary's hospital receiving treatments.

Mr. Wilbur Krueger had his foot crushed while at work in the warehouse. He will be laid up for some little time.

The dance given by the Ladies Auxilary to the Locomotive Engineers at Eagles Hall, Friday evening was well attended. A large number of guests being from neighboring towns. The hall was beautifully decorated, splendid music was furnished, dancing continued from 9:00 P. M. to 1:00 P. M.

Mrs. I. Livernash has been quite ill, but is slowly recovering and we hope to hear that she will soon be up and around.

Musselshell Minutes

Helen Kirwan

The first light fall of snow for us. Farther west in the mountain country they have had snow for several weeks—this is our very first and therefore worth mentioning. Makes a person wonder what they did with their summer wages.

J. J. Wandell, of Milwaukee, spent the hunting season in Miles City, visiting friends. Think he got his limit every day the season was open—they say he's a real shot. Glad to see you back again Johnny.

C. R. Alderman, former chief clerk in the Engineering office is now attending the University of Washington.

V. J. Peterson spent his vacation visiting friends in several cities on the coast.

The first meeting of the Milwaukee Woman's Club this fall was a decided success. The program was a very enjoyable one and the ladies put a lot of pep into the new songs sent from the Chicago Chapter. The Engineer's wives served delicious doughnuts and coffee. Now, after that announcement, the next Refreshment Committee had better look out. Every man working for the Milwaukee will go to the next one.

Mrs. Hugo Cochran was called to the bedside of her mother in Spokane. Her mother passed away during the week.

Mrs. Mathieson visited in Roundup recently. While there she joined the Order of Shorn Lambs. Very becoming Mrs. E. D. regardless of what the Mr. may say to the contrary.

Bob Leonard of the Mechanical Dept. was in Milwaukee for the Special Apprentice meeting, where he presented a paper on the heat treatment of steel. This is the same man who not long ago was walking around with his chest out 85 inches and passing out cigars. They named the young lady Edith.

I believe the Shops boast one more redhead than the Engr. Dept. The Misses Maguire are the new shining lights down there.

Recently a serious automobile accident occured here, in which two of our shopmen lost their lives. Mr. Carlson and Mr. Dwyer were driving in the car when it overturned killing Mr. Carlson instantly—Mr. Dwyer died in the

hospital a few days later. The sympathy of all is extended to the bereaved families.

We also extend our sincere sympathy to the family of Mr. Madsen, who passed away recently.

Mr. Jack Jones visited relatives in Iowa this summer and while there met his brother whom he hadn't seen in twenty years. He also reported that the crops down in that country were something wonderful.

Football season is on—T. Collins expects to take in one of the big games in Pittsburgh while on his vacation.

A certain B. B. E. had quite a time starting his gas car this morning. There were a lot of new words coined. You know you can't run the things very good if the wheels aren't on tight.

I'm thinking seriously of putting you on a diet of spare-ribs and gravy for a while folks, aren't you about ready for something nourishing? Rather lean pickings for the last few issues it seems.

H. & D. Division

"Doc"

Trainmaster Sizer and Chief Clerk Reichert are branching off into a new field of endeavor, that of predicting the weather. They say the coming winter is going to be long and cold because the muskrats are building their houses big and thick. Anyone else?

Johnny Hodges, of our lunch room force, says a rabbit has nine skins. Wonder how he got to thinking of rabbits instead of cats. Anyway, we are willing to be shown,—once.

Some of the new appointments made on the H. & D. Division recently: C. S. Reynolds appointed agent, Sumter, permanently; E. F. Moore appointed 3rd operator, Stewart, permanently. C. G. Heinold is our new car foreman, vice J. F. Kasak transferred to Mason City.

Our Car Department buildings have all been painted and they say they are ready for company.

Ole Hanson of the Car Dept. force is building himself a new home. We notice it is right up on the heights where he can overlook the place he works at.

A number of the Car Dept. force and the Supt's Office Force have been trying their luck at the elusive prairie chickens. According to results there was more hope and worse luck.

Mrs. C. G. Heinold is at Rochester this week undergoing medical treatment.

Merile, son of Theo. Johnson, our Lieut. of Police, died Friday after a short illness. Mr. Johnson and family have the sympathy of fellow employes and friends.

Anyone who wants to demonstrate his ability as a climber is directed to the flag pole at the Car Dept. Office. We can't raise a flag until someone climbs the pole and runs a line through the pulley at the top. Any steeple jacks that want to try their luck is invited to try it any time.

Our Chief Clerk's stenographer, Miss Hinman, just blew in from a two weeks vacation trip to Seattle and back via Portland, Pocatello, Omaha and Minneapolis, with sheafs of pictures, volumes of things she wants to tell about and lots of other things. She wants to get hold of the young lady who advised the southern route for a return trip. Elva doesn't like that stretch of country worth a cent.

We had a dandy Safety First Meeting at Montevido, Sept. 14th, and anyone who didn't attend lost out on some hot shots on the Safety Question.

Following the Safety First Meeting there was a session on the Conservation of coal, and if the Congress of the United States wants to learn something about the discussion of important questions of the day, they should attend one of our meetings, especially when we get wound up like we did at the last one. Even Chairman Lollis had to admit it was hot stuff.

Condr. Jimmy Brown says that while the fishing was good while it lasted, it's over. Well, Jimmy, have another fling at it next summer. According to local reports there's lots of big ones left.

Where the West Begins

By Maggie

I've been away for a little spell, out where they say the weather is swell,

But the sun seldom shines and it rains quite a lot and can honestly say that I never was hot,

They have much that we haven't, oceans, mountains and lakes,

But I quickly made my decision

And certainly was glad to get home again

And write notes for the T. M. Division.

And now that I'm here I hardly know how to start for so much that's news to me may be Ancient History to you, however may as well start with Mary for wherever I put her, Mary is good for a line, but Mary bought me off the other day, if I would write nothing I've heard and only half what I've seen, so the most I can say of her is that she is looking fine, is being much entertained by a certain Operator and at present is visiting with her parents.

Then I couud write a lot about Joe's ability as a hunter, but he bribed me also with a couple of chickens, so it would hardly be fair to say too much about where they came from.

Elsie Perry, B. & V. Clerk in the Superintendent's Office, who has been on a leave of absence for some time, resumed work October the 12th, very much rested and full of pep.

Mrs. Eddie Larson who recently underwent an operation for appendicitis at Mobridge Hospital is recruperating nicely.

Mr. and Mrs. H. E. Clark of Minneapolis were in Mobridge during the month of October.

Mrs. Henry Rinderneck is visiting her mother in Sioux Falls. We will have to keep an eye on "Toppy."

L. F. Johnson freight house Foreman at Mobridge, is very busy getting his bowling team all lined up. Here's hoping they bring home the bacon this year.

Mrs. Norman Anderson and Dora Anderson visited the Occulist at Aberdeen recently and now proudly display horn rimmed dark glasses. I tried to find out whether they had been seeing too much or too little, but did not have much luck.

Hal Gilcrist who has been checking cars in Mobridge yard is now day caller. Snooze is checking cars and Slip Hilton is calling crews from 12 to 8.

Fred W. Barker who took charge of the Van Noy Interstate Lunch Room at Mobridge, September 15th is getting himself a fine reputation for service and cleanliness. Cooking Game is his delight, give him a chance.

Rome Hawkins helper at Mobridge Roundhouse and Miss Jenny Thornton were married recently. Congratulations from the Division.

There are rumors of the Organization of a Milwaukee Woman's Club on our division. Let's help it along.

Abe Youngman of the Mobridgge Relay Office has taken a leave of absence until the first of the year.

H. W. Stroman who has been in Hammond, Indiana for the past two months, inspecting stock cars returned to Mobridge, October 4th, at least he said that was where he had been. One of his helpers however told me in confidence that the Postoffice at Hammond advised him that Stroman's mail had been forwarded to the County Jail.

Mr. and Mrs. John Price returned from their vacation in a good looking Oldsmobile. Prices drove from Lansing, Michigan to Minneapolis in 4 days and down from Minneapolis to Mobridge in one day with a three hour lay over at Aberdeen. The entire trip registered 1190 miles, some trip and some car.

A. W. Arvidson has been elected as Representative from the ar Department on the Milwaukee Hospitay Assn, tho he doesn't know it yet.

Floyd Brown, ar Inspector has returned from a 6 weeks vacation from Arkansas where the watermelons and sweet spuds are sure "Laripan."

Mr. Brandt has suceeded Roy Smith as New Perishable Freight Inspector at Mobridge.

Yes everyone looks about the same to me and all much better than anyone I've seen for the past three months. Of course I did have difficulty recognizing Gene, as she has reduced so much but here's Hello to you all, please lend a helping hand with these notes.

Dubuque Division

J. J. Rellihan

"Nubs" Irons has been appointed to the vacancy on 2nd trick at Turkey River, caused by Arnold Sturm bidding in the agency at Clayton.

Ticket Agent J. W. Hilliker went on his annual vacation last month, spending part of the time most enjoyably in the Twin Cities.

Agent Ed. Hurley of LaCrescent took a few weeks off and made a trip to Edgely, North Dak. where he visited relatives.

Engineer Martin Boleyn has given up the time freight run and is now on No's 4 and 33 between Dubuque and LaCrosse.

A ditcher was employed on this division for a few weeks last month cleaning up what damage was done by the storms of the past summer, but was called from the division before the work was completed.

Gen. Supt. Buford made a tour of inspection over the Dubuque Div. Oct. 6th.

Section foreman Bernard Valley, who has charge of the branch section at Waukon Jct. is driving around one of Henry Ford's new 1926 model touring cars. It is equipped with baloons and everything.

Local Chairman Ed. Hurley of the O. R. T. and Gen. Secy. & Treas. C. R. Latourelle of Chicago covered the Division and made themselves acquainted with all of the men in station and telegraph departments last month.

On Oct. 4th, Frank Zuber, flagman at a crossing in Dubuque, and for a good many years a "newsie" on this division was killed by an I. C. train. There seems to have been no witnesses to the accident and it is thought that he attempted to crawl under the train and it started before he got across. Frank was well and popularly known and he leaves a large family to mourn his untimely taking off.

Charlie Peters has recovered sufficiently from his long illness so that he has been working on 2nd trick at Guttenberg for the past month.

Engineer Frank McKinney took a vacation last month and together with Yardmaster N. J. Weber of LaCrosse they made a trip over the Cascade Line.

Agent Peter Ott of Preston has been absent from duty for some time looking after his interests in No. Dak. His son Wm. has been in charge of the station during his absence.

There has been a lot of happenings in Frank Meyers' bridge crew the past month. "Jimmy" Boardman has been setting up the cigars on account of a new baby girl at his home, and Willie Cota could not let October go by, so on the 13th he was united in marriage to Miss Celia Gavin. Congratulations all around.

Illinois Division

M. J. S.

Lynn Castle, formerly B. & B. Foreman at Savanna, has been elected Secy. & Treas. of the

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
Deckert, W. L., Milwaukee.

Binding
McBee Binder Co., Athens, Ohio; Chicago.
Sentinel Bindery, Milwaukee.
Hillison & Etten Co., Chicago.

Bolsters
Bettendorf Co., Bettendorf, Iowa.
Pressed Steel Car Co., Pittsburgh.

Bolts
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.

Brake Beams
Pressed Steel Car Co., Pittsburgh.

Brass and Copper
Interstate Brass & Copper Co., Chicago.

Brass Castings
T. & B. Brass Co., Tacoma, Wash.

Brake Beam Supports and Safety Devices
Chicago Railway Equipment Co., Railway Exchange, Chicago

Brush Manufactures
Badger Brush Co., 657 E. Water St., Milwaukee

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)
Tuco Products Corp., Chicago.

Flooring, Built-up Wood Block
Carter Bloxonend Flg. 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.

Hose
Milwaukee, Wis.
Co., 1349 Fond du lac Ave., Northwestern Factory Supply

Hydrogen
Air Reduction Sales Co., N.Y.; Chicago; Seattle.

Iron (Staybolt)
DeRemer-Blatchford Co., Chicago.

Lag Screws & Bolts
Am. Bolt Corp., Boss Nut Division, Chicago.
Continental Bolt & Iron Works, Chicago.

Leather (Imitation)
The Pantasote Co., N.Y.; Chicago.

Lighting Accessories
Pyle-National Co., Chicago.

Linseed Oil
Barber Co., W. H., Chicago.

Lock Nuts and Washers
Am. Bolt Corp., Boss Nut Division, Chicago.

Locomotives
Baldwin Locomotive Works, Philadelphia.

Loose Leaf Specialties
Miller Co., H. C., Milwaukee.

Lubricants
Galena-Signal Oil Co., Franklin, Pa.

Lumber
McKenna Lumber Co., McKenna, Wash.
Nashville Tie Co., Nashville, Tenn.
National Lumber & Creosoting Co., Texarkana, Texas.
Pacific Creosoting Co., Seattle.

Nuts, Square and Hexagon
Am. Bolt Corp., Boss Nut Div., Chicago.
Continental Bolt & Iron Works, Chicago.

Oils
Galena-Signal Oil Co., Franklin, Pa.

Oil Cups
Prime Mfg. Co., Milwaukee.

Oxygen
Air Reduction Sales Co., N.Y.; Chicago, Seattle.
Burdett Oxygen & Hydrogen Co., Chicago.

Paints
O'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
Aaron & Sons, E. A., Chicago.

Rail Anchors
P. & M. Co., Chicago.

Railroad Car Trimmings
Loeffelholz Co., Milwaukee.

Rust Preventatives
Dearborn Chemical Co., Chicago.

Searchlights
Pyle-National Co., Chicago.

Signal Oil
Galena-Signal Oil Co., Franklin, Pa.

Springs, Coil
Union Spring & Mfg. Co., Chicago, Pittsburgh.

Stationery
Miller Co., H. C., Milwaukee.

Stay-Bolts
Flannery Bolt Co., Pittsburgh.

Steam Superheaters
Superheater Company, Chicago.

Stone and Stone Products
T. R. Coughlan Co., Mankato, Minn.

Tie Plates
P. & M., Chicago.
Railroad Supply Co., Chicago.

Ties
Moss Tie Co., T. J., St. Louis.
Nashville Tie Co., Nashville, Tenn.
National Lbr., & Creosoting Co., Texarkana, Texas.

Trap Doors (Vestibule)
Tuco Products Corp., Chicago.

Trucks for Cars
Baldwin Locomotive Works, Philadelphia.
Bettendorf Co., Bettendorf, Ia.
Pressed Steel Car Co., Pittsburgh.

Tubes, Arch and Stay
Globe Steel Tubes Co., Milwaukee.

Turpentine
Barber Co., W. H., Chicago.

Varnish
Thresher Varnish Co., Dayton, Ohio.

Washout Plugs
Prime Mfg. Co., Milwaukee.

Water Softening Compounds
Bird-Archer Co., Chicago.

Wheels, Car and Locomotive
Baldwin Locomotive Works, Philadelphia.
Pressed Steel Car Co., Pittsburgh.

Wire and Cable
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.
Burdett Oxygen & Hydrogen Co., Chicago.

Electric WEHR Castings
Steel
WEHR STEEL COMPANY
MILWAUKEE WISCONSIN

FALK
Castings

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

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

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

The Falk Corporation
Milwaukee :-: Wisconsin

Telephone Wabash 5408
HILLISON & ETTEN COMPANY
Personal Service
PRINTERS - BINDERS
638 Federal Street
CHICAGO

Maintenance of Way and Structures with headquarters at Minneapolis. Mr. Castle has a host of friends who are greatly pleased with his promotion, and wish him success in his new work.

Arthur Purcell of Chicago is the new instrument man in Ill. Divn. Engr. Heck's Office. At present, Mr. Purcell is confined to his room with an attack of appendicitis. We all hope for his speedy recovery.

Sympathy is extended to Miss Lillian Parsons, comptometer Operator, Supt's Office, account the sad death of her sister at Davenport, when she was fatally injured in an auto accident. Flowers were sent from the Savanna co-workers to the bereaved family.

A number of the officers at Savanna enjoyed a "Fish dinned" at Louis Gydesons recently. The fish was presented to Mr. Urbutt by Milk Condr. Frank Channing, coming from Canada, and was a real treat to the diners.

Clara (taking receiver off hook) "What's the freight rate on a car of coal from West Clinton to Byron?

Central: I'll give you long distance.

(Clara had returned from her vacation and was just still in a daze!)

Divn. Acct. R. E. Thoren and wife spent their vacation at Niagara Falls and Canada. Rudy says "they're still falling."

Chief Clerk Jas. Tigerman and brother Wilbur of Kansas City spent a week's vacation at Denver, Colo. Most of their time was spent hunting and fishing.

Morris Hafener and J. L. Brockway of Divn. Engr's Office at Savanna have left us. Morris is now employed in Engineer's Office, Chicago, and Mr. Brockway with his family, have moved to California, where Mr. Brockway will be employed with a large irrigation company.

Tom McHugh, formerly employed at Dubuque has returned to Savanna to work as Instrument man in R. G. Heck's office. Welcome home Tommy.

Misses Delia and Clara Cush of the Sup't Office spent a few days of their vacation visiting friends at Libertyville.

Savanna Roundhouse

Lillian L. needn't worry as far as our Redhaired prospect is concerned—she isn't the least bit broken hearted; in fact, she has been somewhat fickle herself, if the numerous pass requests she sends in for transportation to Rockford mean anything.

Walter Getz has returned from a weeks vacation spent in Springfield. He brought back a fine box of candy for the office force, but he insists that congratulations are not in order.

Sympathy is extended to Boilermaker Ben Nutt upon the death of his father at Cedar Rapids, October 6th.

Our building is 100% bob now—Mrs. Lola Myers has joined the ranks of the Barber Shop Victims.

J. Mulden, looking through the papers on his desk: "There was a cow killed yesterday on the Illinois Division and I can't find a 171 report for it anywhere! Mr. Mullen just asked me for it."

;;:*!!**:;% came sounds from Roundhouse Foreman Slater's office the other day.

"What is going on out there?" called Chief Clerk Mulder.

"Oh, I was just hollering at Mr. Slater for not fixing the 6 P. M. report for me," explained Ilene as she came in the general office.

"And what did Mr. Slater say?" questioned Mr. Mulder.

"Well, he just wasn't out there to hear me. No one was," came Ilene's reply.

Chief Caller Harry Stitely has returned to work after a month's leave of absence, which was spent in California. Mr. Stitely looks fine after his trip.

Electrician Helper Paul Streicher has commenced work at Savanna Roundhouse as Electrician Helper Apprentice.

Chief Clerk Harold Reiff of the Store Dept. came in the office recently with his eye bandaged up. He insists his wife wasn't the cause of it; he was hit with a piece of glass while riding on the C. B. & Q. The moral to that is: Patronize your own road!

Savanna Yard News

Asst. Yardmaster L. R. Kentner has returned from the American Legion Convention at Omaha and states Mr. Coolidge delivered a very fine speech.

Switchtender Earl Kurth had the misfortune the other evening of having his Ford run into, while parked in the dark. Earl had a feather in his hat—(That's light enough.)

Miss Jewel McGrail, Chief Caller Savanna Yard received a suspicious looking package the other day. She opened it with much caution, figuring that some one had sent her some onion sets. Much to her surprise the package contained a beautiful bouquet of American Beauty Roses and Chrysanthemums. We are unable at this writing to ascertain who the admirer is, but just the same we would like to know "Hooze" roses they were.

"Rev. Kohoe" (Saver of Soles) is still looking for new business? Anyone in need of a good repair job should patronize him.

Operator Chas. Welch, Savanna Yard underwent another operation at the City Hospital Oct. 3rd. He is getting along fine and every one hopes to see his smiling face again soon at Savanna Yard Office.

Chris Jensen, steno. Sav. Yard Office called up his girl in Savanna last Sunday. Thru some misunderstanding he was given the City Jail

and was told by the Chief of Police that he was sorry but he had no prisoners in the City bastile.

Mr. Lawrence Smith wishes to announce to all the young ladies of Savanna that he is open for all engagements. He says it takes too long to get to Freeport or Bellevue, and besides, he can't understand the girls in either place.

Asst. Yardmaster Griffin just returned to his duties and advises the "Four Horsemen" never made any quicker dashes than he did while he was off. (Knute Rockne please note.)

Business is very good at present. Everyone is on their toes to see that every car is handled with the utmost dispatch. The fruit is the leading commodity now being handled. We are handling on an average 3400 cars per day.

Carl Nehlsen, switchtender, Savanna Yard, leaves Savanna for an extended visit to Los Angeles and other Calif. points. Here's hoping there are no earthquakes in California while he is there as we would not want Mr. Nehlsen's bank roll to get jarred, as he had a hard time raising melons this year, in order to raise funds to take this trip. Understand Mr. Nehlsen is contemplating purchasing a grape farm near San Louis Opispo.

There is a new Optician coming to Savanna. I understand quite a few of our ladies have their "eyes out for him"?

Notes from the Traffic Department, Local Office and Docks, Tacoma

We were pleased to welcome our genial Agent, Mr. F. J. Alleman, back from his eastern trip on Sept. 19th. Everybody here was glad to see him back on the job again.

Kenneth Allman, Assistant Bill Clerk at the Local Office and dyed-in-the-wool baseball fan, left on No. 18 Oct 3rd for Chicago, going thence to Pittsburgh and Washington to see as many as possible of the World's Series games. Kennie is an ardent supporter of the Pirates, chiefly because three former Tacoma players are on that team, and has made a bet on them with Miles Story, betting one large round silver dollar against three month's growth of moustache. The office force at the Local Office is is inclined to side with Kennieawaiting the out awaiting the outcome with feverish anxiety, but is inclined to to side with Kennie. There were some rumors that this was to be Kennie's wedding trip, but we can certify that he left alone.

Speaking of matrimonial matters, we were all considerably surprised the other day at seeing in the daily papers the marriage license of Cedric Moyer to Miss Violet Perry, whose wedding has taken place since then. Cedric used to be our messenger, but has been one of the yard clerks for some time. We offer our cordial congratulations and best wishes to the estimable young couple.

Clarence Jones, our present messenger, was off on a fortnight's vacation recently, the larger part of which, we are informed, he put in tinkering around on his famous fifty-dollar Chevrolet. He succeeded in taking out some of the worst rattles and has it in pretty fair condition now, considering its high date on the seniority list. Later on Clarence relieved W. J. Stubbs of the yard office, who is off on a vacation, and will probably relieve others on various tricks for some time to come. In the meanwhile Oswald Thiele, the tallest messenger boy in captivity, is making the rounds on Clarence's job.

Mr. H. E. Pierpont, Traffic Manager, of Chicago, accompanied by Mrs. Pierpont, paid a visit to the Coast in connection with the famous log rate case, now happily settled by mutual concessions on both sides. While here, Mr. Pierpont, in company with Mr. Dicks, Assistant Freight Traffic Manager at Seattle, and Mr. Stevenson, Division Freight and Pass-

Stifel's Indigo Cloth

Standard for over 75 years

"The white won't weaken"

REGISTERED U. S. PATENT OFFICE
CANADA AND OTHER COUNTRIES.

MADE IN U. S. A.



Good Looking and Long Wearing

Regardless of the trade or occupation you serve, your personal appearance during work hours is important—important to you and to the boss.

You will always look neat in work garments made of Stifel's Indigo Cloth. Fine construction and close weave protect your undergarments from dust and dirt better than any other work-cloth material made.

Garments made of Stifel's Indigo Cloth not only wear longer than ordinary work cloth materials, but the colors are absolutely fast. The garments never fade, wash-out or shrink. They can be washed at home indefinitely, which is a big economy to you.

Also Insist on Pants made of Stifel's Pantex Cloth and Children's dresses made of Stifel's Playmate Suitings

Garments sold by good dealers everywhere
We are makers of the cloth only

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.

STOP PAYING RENT

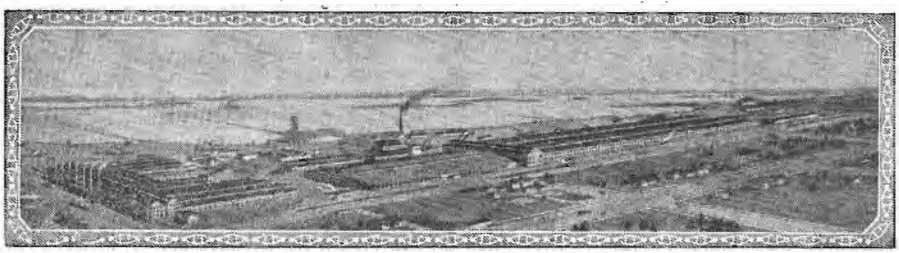
SIX Rooms

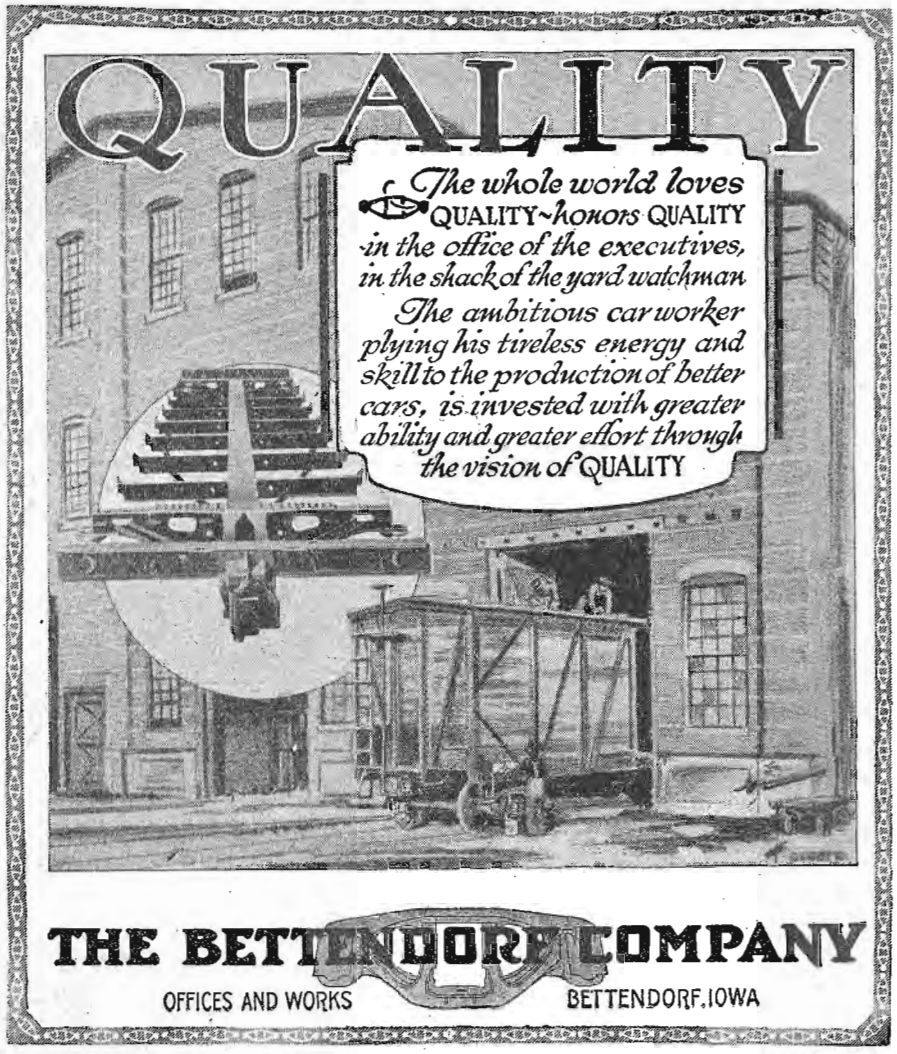
This House Given Away



Surely you want a fine six-room house of your very own. For ten years I have been giving away six-room houses to advertise my business. I am going to give away many more. Many have been made happy—*you* may be the next. You may become the owner of this one without it costing you one cent of your money. House can be built anywhere in U. S., and if you do not own a lot, I'll arrange to buy a lot for you. This is an opportunity for you to free yourself from the landlord's clutches. COSTS YOU NOTHING TO INVESTIGATE—PICTURES AND PLANS FREE. You risk nothing. You are not obligated in any way. Rush me your name and address TODAY—QUICK. A postal card will do. Just say "Please send me free plans." Act now. Address

C. E. MOORE, Pres., Home Builders Club, Dept. 714, Batavia, Illinois





enger Agent at Tacoma, called on the principal shippers at Tacoma and did much to promote harmonious relations. Incidentally Mr. Alleman, piloted these gentlemen and Mrs. Pierpont to the docks, where the party inspected the O. S. K. Steamer Africa Maru, then discharging at Dock Two. Mr. and Mrs. Pierpont were much interested in the big vessel. Chief Officer Mr. Tsuda, like a gallant gentleman, did the honors for the ship by serving refreshments to Mrs. Pierpont, but it cannot be claimed that her experiment in eating rice with chopsticks was an unqualified success. However, the Docks and the ship feel honored by being permitted to entertain so charming and distinguished a company of visitors and hope to be similarly favored on another occasion.

General Yardmaster Fred Rehbock and Mrs. Rehbock were suddenly called east by death and serious illness on both sides of the family. They left for Minneapolis and Cedar Falls, Iowa, to be gone several weeks.—Mr. John McShane is acting as general yardmaster in Mr. Rehbock's absence. Mr. Montague being on the second trick and Mr. Frank Truesdale on the third trick. Mr. McShane was off on a vacation recently, going to Minneapolis and Winnipeg.

Mr. Lowry, formerly of both the Local and the Superintendent's Office, has bid in the graveyard shift at the Yard Office.

Mrs. Christensen, better known to us as Margaret Bolander, formerly of the clerical force at Dock One, is helping Emmett Maloney, the atheletic Oriental Clerk at the Local Office, on the heavy Oriental billing at present, that being her old line of work at Dock One. We are pleased to see so charming a lady back with us, even though only temporarily.

Ray Powels, formerly well known as the Duke of Yokohama, but at present Claim Clerk at the Local Office, together with Francis Kirkland, Assistant Claim Clerk,, recently did more manual work than they both have done in a long time. They put in the muscular effort in handling several thousand chests of Chinese tea, chest by chest, at Dock Two, in order to determine the actual condition of this tea, which was damaged during strike conditions at Shanghai. Ray and Francis were both about ready to fade out when quitting time came and next day they never showed up at all to finish the job.

Mr. and Mrs. Tom Dolle of the Local Office left October 3rd over the Great Northern for a two month's vacation which they will put in visiting relatives on both sides of the family in Montana, North Dakota and Iowa. We wish them a pleasant trip and safe return.

We are sorry to record the serious illness of Mrs. Thomas, wife of Frank Thomas, one of the old and efficient checkers at our Docks. Happily at latest advises her condition was somewhat improved and her early recovery is anticipated.

The docks have recently had the pleasure of welcoming an old and valued friend, who served for quite a while at the Docks—none other than J. L. Ingersoll, formerly Timekeeper and Statistical Clerk at the Docks, but now for several years with the Seattle agency of the Pere Marquette Railway. He is at present on leave of absence, recuperating from a serious siege of sickness. We were glad to welcome his genial smile and cheerful conversation once more and hope he will come again, distributing Life Savers according to his pleasing custom.

Mr. and Mrs. Richards of the City Office recently visited Dock Two and thoroughly inspected the Alabama Maru, discharging at the Dock, seeing everything from the wireless room to the farthest recesses of the shaft tunnels. Mrs. Richards attempted to eat a bowl of rice

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, crossarms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company
Northern Life Building Seattle, Wash.

Pantasote
Trade Mark

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

THE PANTASOTE CO.
250 Park Ave. Peoples Gas Building
NEW YORK Chicago, Ill.
793 Monadnock Bldg.
SAN FRANCISCO

with chopsticks; it is hardly fair to poke fun at so charming a lady, but candor compels us to admit that her efforts excited considerable hilarity on the part of the Japenese cooks and messboys who were interested spectators. Mr. Richards partook of some medicine prescribed by the chief stewart, but we refuse to divulge the nature of the remedy, except to say that one swallow of it made Mrs. Richards cough quite hard and ask for a drink of water.

Mr. Stevenson, Division Freight and Passenger Agent at Tacoma, and his brother, residing at Seattle, recently spent a week at the famous Soap Lake of Eastern Washington. Mr. Stevenson is fortunately not sick, but was just resting and recuperating. He tells wonderful tales of the almost miraculous efficacy of the waters of this famous resort, and indeed he looks the very picture of health since his return.

Miss Fleetwood, charming and accomplished stenographer at the City Office, has returned from her vacation trip to San Francisco. She motored down with friends, but returned by steamer. She also made a brief stop at Portland.

Roy Kidd, the handsome Rate Clerk at the City Office, has just completed an artistic job of calcimining in his house. Ray is still afflicted with a wry neck from looking at the ceiling so much, and the language he is reported to have used when the calcimine dribbled down his neck, has damaged his heretofore good record quite considerably.

Chief Clerk Rasmussen of the City Office, and family went down to Portland by train over a recent week-end to visit Mrs. Rasmussen's sister living there.

Not much else is done at the Local Office these World's Series days between eleven and one besides listening to the loudspeaking radio set installed in the warehouse, where all the fans led of course by that arch-fan, Mr. R. V. Bement, Assistant Agent, hang in breathless interest on the returns as they come in. The crowd is swelled by the bunch from the Northern Pacific Freight House, two blocks away, where they have not yet acquired a radio. Score one for the Milwaukee.

On Time Line—Kansas City Division

M. F. K.

It is vaguely hinted that the Chief of the Pirates was not in Pittsburgh during the World Series but was connected with the Trainmaster's office at Ottumwa Junction.

Mrs. H. J. Bowen, Stenographer to Mr. Hoehn, was the guest of honor at a dinner party given by the girls of the Ottumwa Junction Building at the Blue Bird Tea Room, Oct. 1st. Mrs. Bowen leaves the first of the month for Chicago, where Mr. Bowen has assumed duties as accountant for the Sleeping and Dining Car Departments. This young lady will be missed to a great extent not only for her genial company but also for her efficiency. She has acted as stenographer for three different superintendents on this division, Mr. J. M. Oxley, Mr. N. P. Thurber and our present superintendent Mr. Hoehn. Miss Katherine Gobman has taken her place as corresponding secretary of the Women's Club and will hereafter write the Club notes.

A. C. Daacke and wife have returned from a two weeks vacation trip to Washington, D. C.

If old man Webster himself wouldn't call this service, then its high time for a new dictionary. It happened like this: Mrs. H. G. Barnard, wife of one of the dispatchers, was on the trail of two tickets for New York. The folks in question insisted on using the Burlington line, offering a feeble excuse, something about it being easier to get the train down town, and so our enthusiastic booster said "That's that!" and proceeded to take them to the Milwaukee ticket office in her new Hudson coach, to buy their tickets and at midnight taxied them to the train. Then we have other boosters this month. Miss Elizabeth Evans was responsible for the sale of a ticket from St. Paul to Seattle; Roadmaster R. H. Cunningham, Chillicothe, one ticket over our line to San Francisco, and Machinist Fred Packard, two passengers for Fulton and one for Lanark, Ill. This is great stuff and we hope we have twice the number to report next month. Get on the Booster Wagon folks!

Quite a colony of Milwaukee folks have been spending vacations at Excelsior Springs, including Mr. R. W. Anderson of Milwaukee, Traveling Engineer W. W. Bates of Ottumwa, and Master Mechanic W. C. Kinney and wife of Madison, Wis. Mr. and Mrs. Kinney also stopped at Ottumwa to visit Trainmaster and Mrs. Valentine.

Born October 10th to Mr. and Mrs. J. L. Brossard, at Ottumwa, a son, William—just plain "Bill" for short.

Quite a colony of Milwaukee folks have been spending vacations at Excelsior Springs, including Mr. R. W. Anderson of Milwaukee, Traveling Engineer W. W. Bates of Ottumwa, and Master Mechanic W. C. Kinney and wife of Madison, Wis. Mr. and Mrs. Kinney also stopped at Ottumwa to visit Trainmaster and Mrs. Valentine.

On September 22nd, Don Roberts discovered a piece broken out of a rail just west of Polo Station and quickly notified the operator on duty so it was possible to get a flag out and stop No. 26, which train was just about due. This no doubt prevented an accident, and by the way, this is the second time this year Mr. Roberts has been mentioned for performing commendable services which is indeed a record of which he can be proud.

Agent E. R. Williams, Moseby, was operated on for appendicitis the first part of October and reports indicate that he is improving rapidly.

Sunday morning October 4th while some good folks were attending Sunday School, a guessing contest was held at Ottumwa Junction. The question under discussion was this: Which of the five most important trains running in to Kansas City, had the best record during the month of September. Jim Morelock guessed the Santa Fe and John Evans agreed that Jim must be right. Adam Tubaugh scratched his head and said the Santa Fe was a good railroad and their number 5 was a mighty good train. That's true but they didn't get the record; they only went to Kansas City on time 28 out of 30 times. Mr. Rogers allowed the "Rock Island was a good road and maybe they should have first place." Mr. Vosburg said that the St. Paul was always on time and he didn't see any reason why they should not be in September. Paul Fisher said "I'll be loyal. I'm sure the St. Paul would beat everyone else." And he was right—a perfect record for number 25, thirty times in Kansas City on time, and so Mr. Hoehn awarded the prize to Paul.

Mr. W. L. Ennis and Mr. D. S. Westover of Chicago, were in Ottumwa September 14th, 15th and 16th, making a test at the Morrell Packing Plant on U. R. T. Moat Cars, following the movement of cars through to New York.

A special train will leave here Saturday morning at 8:15 A. M., October 17th, for Cedar Rapids, making connections with the Rock Island for Iowa City, the homecoming football game and "Red" Grange. The train returns at 6:30 P. M., giving everyone a chance for a full day. We anticipate a big crowd.

Francis B. Clark, who a week or so ago was a caller for this line, arose from the multitudes of struggling young actors to the hights of stardom almost overnight. In the recent play

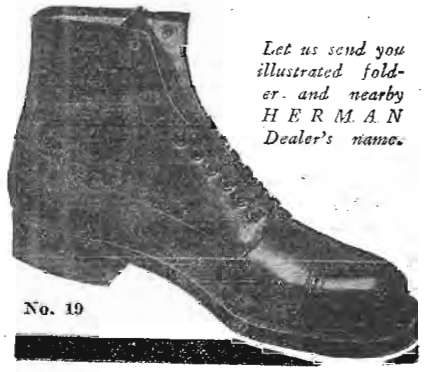
HERMAN'S SUPER-SERVICE SHOE

For Railroad Men

For men who're on their feet all day—HERMAN'S SUPER SERVICE POLICEE SHOE means new comfort in their work. For this unusual combination of genuine U. S. Army Munson Last chrome boarded upper stock, built-in arch support, heavy oak sole with storm-proof rubber welt and genuine Springstep rubber heel, insures "old-shoe" foot-comfort and restfulness with rugged service over many months.

Jos. M. Herman Shoe Co.
Dept. T
Boston and Millis, Mass.

Makers of over 4,000,000 pairs of shoes for the U. S. Govt.



Let us send you illustrated folder and nearby HERMAN Dealer's name.

No. 19

Tests Show Ford Can Run 60 Miles on Gallon of Gas

The amazing fact that a Ford can run 60 miles on a gallon of gasoline was recently brought to light through tests conducted by America's foremost engineers. Great strides have already been made in this direction by the recent invention of a simple attachment which can be installed in a few minutes without any alterations to motor. A. C. Winterburn made 44.4 miles on 1 gallon of gasoline after this device was attached. B. O. Weeks, famous aviator and inventor, wants agents and will send sample for trial. Write him today at 426-1410 Eleventh St., Milwaukee, Wis.



Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.

Chicago Athens, Ohio New York
St. Louis, Mo.

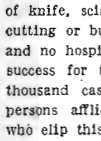
Piles Can Be Cured Without Surgery

An instructive book has been published by Dr. A. S. McCleary, the noted rectal specialist of Excelsior Springs, Mo. This book tells how sufferers from Piles can be quickly and easily cured without the use of knife, scissors, "hot" iron, electricity or any other cutting or burning method, without confinement to bed and no hospital bills to pay. The method has been a success for twenty-five years and in more than nine thousand cases. The book is sent postpaid free to persons afflicted with piles or other rectal troubles who clip this item and mail it with name and address to Dr. McCleary, 551 St. Louis Ave., Excelsior Springs, Mo.

Electrical Experts Needed Everywhere

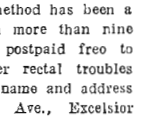
Learn to earn $3500 to $10,000 a year

Electricity — the world's greatest business needs more trained men. Will you answer the call? I will train you at home. Thousands of my men earn $70 to $200 a week. Get into this big pay field yourself—its simple and easy to get started with my method. I give tools, apparatus and employment service without extra charge and guarantee satisfaction with a **money back** bond. My big **free** book with 150 pictures explains all. Send your name today. No obligation.



Makes $700 in 24 days — McNabb, 848 Spring St., Atlanta, Ga.

L. L. Cooke, Chief Engineer
CHICAGO ENGINEERING WORKS
2150 Lawrence Avenue Dept. 1298 Chicago



FREE *Send for this Wonderful Book*

Cured His Rupture

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me, Eugene M. Pullen, Carpenter, 10, M Marcellus Avenue, Manasquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

in which Mr. Clark gained his fame, he cleverly impersonated the part of a balloon man in a circus scene. The director had a difficult time in obtaining a character capable of the impersonation, it requiring plenty of wind and cleverness, but Francis upheld his part like a Fairbanks and gained undying fame.

Ladies, we'll you all at Chicago October 31st.

One of the most enjoyable and successful of our Social affairs was the Fried Chicken Picnic Dinner, given at our Club House on September 17th. A most elaborate and delicious meal was served, for which we must especially thank Mrs. Jno. LaBelle, Chairman and her Committee, which consisted of Mesdames Jno. LeBow, W. F. Bottenfield, Roy Okes, T. H. Kemp, and Fred Delaney.

Miss Marguerite Kissinger, Chairman of the Entertainment Committee, is to be complimented on the very splendid program presented that evening.

During the dinner we were entertained by Mrs. Frank Martin at the piano, and Robert Melcher, Violin. The remainder of the program consisted of a vocal solo by Martin Carrol, accompanied by Mrs. Frank Martin; Piano Solo, Miss Helen Rodgers; Reading, Miss Mary Couglin; Dance and song, Miss Helen Louise Martin; Reading and Dance, Miss Mildred Hagerty; Pianologue, Miss Flora Knight, Reading,, Miss Betty McGraw. 80 members and friends were present.

The interior of our Club House has been improved by the attractive new furniture which has been recently purchased. The proceeds of a dance given by our Chapter were used to buy the furniture. Much credit must be given to Mrs. J. W. Sowder and Mrs. Herbert Cogswell for the time devoted to buying the new furniture and the draperies, and the excellent taste and good judgment displayed in their selections.

Our new chapter is now arranging for a Rummage Sale, and in the near future will sell tickets for a "Movie," whereby we expect to realize quite a nice sum of money with which to replinish our treasury.

We have been unfortunate in losing our Corresponding Secretary, Mrs Henry Bowen, who left on October 1st for Chicago to join Mr. Bowen, who has been located in the General Offices in Cnicago since September 1st. We regret very much to lose her as a member of our Chapter.

G. O. Items

Vila

On Tuesday, Oct. 6th the girls of the Law Department had the pleasure of meeting Miss Luella Talmadge, Secretary to Mr. George W. Korte, Seattle Soliciter. Miss Talmadge was enroute to Seattle, her home, after spending her vacation in Boston and thereabouts.

Well, she finally done gone went and did it? Who? H. M. H.

Mr. Miles Buckley, well known as "Buck" took a much needed vacation the latter part of September. We notice there is a little more spring to his step, due no doubt to the good rest he got.

Miss Lucy O'Brien, of the Engineering Department, while on her way home from the office Oct. 2nd was struck by a Yellow Cab and knocked down, breaking her arm and receiving bad bruises. The accident occured at Clinton and Adams St. It may be sometime before Miss O'Brien has the use of her arm, and during her absence Mrs. Beaver is filling her position. We are all hopeful that Lucy will be back before long.

Miss Wandersee, the able amanuensis of Dr. Koyl's office enjoyed the second week of her vacation sight seeing in Washington, New York, Atlantic City and Niagara. She was particularly impressed with Washington.

The Misses Schmidt, Lyons and Cermak of the Purchasing Department visited Milwaukee recently for a few days. "We saw all the Breweries" they said, when they returned. What good are breweries now-a-days anyway?

We are pleased to report that Mr. Weise who has been confined to his bed for the last few weeks is able to be up and is getting along nicely. Our best wishes go to him for continued improvement.

Miss Margaret Kress of the Comptroller's Office attended several parties in Elgin given in honor of Mrs. William Strand, formerly Miss LaVeta Sanders, who announced her engagement and marriage on Monday September 28th. Mrs. Strand was employed in Mr. Whiting's office previous to her marriage.

And here's another benedict. Mr. Arnold Wolff of the Treasurer's Office was married Saturday afternoon, September 19th in Elgin. The honeymoon was spent in a tour of the East. Congratulations, Arnold to you and your bride.

Miss Kuhns, Mr. O'Connor's Secretary, has just returned from a pleasant trip to Florida.

C. H. O., How about that Black and Tan celebration you attended early in October?

Now that the City and World Series have been thrashed out we can get back to normal once more.

The girls of the Union Station were the recipents of a very beautiful robe given them by Mrs. Byram and our appreciation is extended to her for the thoughtfulness and kindness for this much needed article in our rest room.

Miss Sima has moved into new quarters and from what she says it is wonderful. She raves mostly about the wonderful breakfast she gets and I suppose before long she will begin to count the calories so she won't get too fat.

Mrs. Roy Dougherty underwent an operation recently at Rockford Hospital and at present writing we understand she is doing nicely.

Joe Nessel, Secretary to Assistant General Manager Harstad's Chief Clerk, was home sick the first part of October having contracted a severe cold during the cold spell that hit around Chicago, especially Cragin.

Frank Guth of Mr. Wickes' office resigned the first part of October to leave for his home in Oregan, the bad September weather bringing on a very bad case of hay-fever that he was unable to get rid of. Rudy Binder, efficient A. F. E. clerk from Mr. Greer's office was promoted to the vacency and John Oakford, that conscientious office boy that Bessie always bragged about so much was placed in charge of the A. F. E. Department in Mr. Greer's office. Norvel Gross left the Passenger Depart-

10 DAYS FREE TRIAL — MONEY BACK IF NOT SATISFIED

THE NEW IMPROVED INKOGRAPH SELF FILLER GREATEST VALUE EVER OFFERED

We Want AGENTS

The Perfect Writing Instrument **$1.50**

Writes with ink free and easy as a lead pencil, without a miss, skip or blur. Its steady uniform flow of ink actually improves your hand writing. Won't blot, scratch, leak, or soil hands.



The Writing HEMISPHERE

Patent Automatic 14 kt. gold feed prevents clogging. Made of best grade, highly polished, hard rubber, highest class workmanship.

Pocket clip attached makes it **an instrument of refinement.**

Makes 3 or 4 Carbon Copies With Original In Ink. Anyone can write with your Inkograph, no style of writing or pressure can bend, spread, injure or distort its 14 kt. gold point.

Actual size 6 in. long

The INKOGRAPH ACCOMPLISHMENT

That hard smooth round ball like point, which glides with ease over the coarsest paper and makes possible writing in ink as rapidly as with the softest lead pencil.

You'll never use a fountain pen once you try an Inkograph. No complicated mechanism to clean or get out of order. **SEND NO MONEY.** Pay postman $1.50 plus postage. Year's guarantee certificate assures absolute satisfaction. Write name and address plainly.

INKOGRAPH CO., Inc. 175-59 Centre St., New York

AGENTS Sell Inkographs make bigger profits, more sales, without investment. Quicker commissions, popular prices, no collecting, no competition. Send for an Inkograph or write for special sales plan booklet.

ment to succeed John as Bessie's file clerk and office boy.

Florence Anderson, of the General Manager's office who handles the exacting work of the contracting of the various industry tracks, etc., for John O'Toole, was missed for an entire week during October. We don't know for sure whether the office was too chilly for her, thus putting her in bed for over a week with a slight atack of influenza, but the office certainly looked dreary without her smiling face around.

Mrs. Peterson of the General Manager's office enjoyed a two week's recration in the East.

Two of the boys in the Engineering Department decided to take a trip to California via the Leaping Lena route thereby putting an advancement in view for George Schreiber of Mr. Bainbridge's office who took Harry Winandy's place. Harry Winandy's position was filled by Walter Veldenz, and Robert Meyer juggles the mail between the second and eighth floors, which occupation was formerly the duty of George Schreiber.

(To the tune of Down Where the Cotton Blossoms Grow)

Picture to-night a flivver loaded tight,
Here Winandies cussing soft and low,
We long there to be for alook at Hen-e-ry
Pushing his fliv to make it go,
(Where there is no snow)

Next time R. F. Scofffern goes on a vacation he is going to get a tip from the weather man to be sure we have some other kind of weather besides rain.

Miss Dugger is another victim of "Jack the Clipper" and we must say he did a good job. It looks fine, Mary.

Mr. H. J. Hanson has returned to his position in the Engineering Department after his year leave of absence. We are glad to see him with us again.

Jim Hayes has invented a new shock absorber. He wears them on the bows of his spectacles to take the strain off the tip of his nose.

Radio Officer on the Naval Seaplane PN-9, No. 1 A Milwaukee Man

Otis G. Stantz, Terre Hautean,, who was radio officer on the naval seaplane PN-9, No. 1, on the attempted Hawaiian flight and who, with other members of the crew, drifted with the plane, when it became lost in the Pacific ocean, until finally, as it neared an island was found by a submarine, is at present enjoying a visit with his family at 1518, 2nd Ave, Terre Haute.

We are elated to announce to Milwaukee readers, that with recommendations such as being a good christian boy and a former boy scout, Mr. Strantz started his career with the Milwaukee as Yard Clerk at Latta on the Terre Haute Division, at the early age of 17. In March 1917, he answered the call of the nation and entered the service of the Navy, where he remained until 1919, when he was honorably discharged as a Duration of War man. On his return to civilian life,, he was given a position as Agent at Coalmont, where he remained for only a short time and again returned to the Navy. We are glad to have had an interest in the life of this worthy young man and feel sure that all Milwaukee employees will join with us in praise of the merits of this young hero.

Iowa (East) Division and Calmar Line

J. T. Raymond

Mrs. Harry Scampton of Marion made a trip to Butte, Mont. on business returning via Salt Lake, where she visited her sister Mrs. Fleetwood.

Engr. Harry Scampton made a trip to Madison, Wis. where he visited with his mother Mrs. A. E. Scampton.

Mr. and Mrs. A. J. Campbell of Marion have returned from a ten day visit to Chicago where Mr. Campbell submitted to an operation at the Washington Blvd Hospital. He is expected to improve rapidly now.

Dispatcher and Mrs. Willis Jordan of Marion spent most of their two weeks vacation visiting an uncle of Mrs. Jordan's in Denver, Colo.

Mrs. Geo. R. Barnoske of Marion spent her vacation visiting friends at Monticello and Dubuque.

Mrs Marie S. Newkirk, wife of Machinist Ray Newkirk of Marion passed away Oct. 6th following the birth of a baby son. Funeral services were held in Marion and the remains taken to her former home in Moline, Ill. for burial. The sympathy of all go out to the husband and others of the bereaved family in their great loss.

E. Earle Edwards, S. C. Lawson and W. R. Barber of Marion spent several days at Carroll, Iowa, attending a meeting of the Grand Chapter of Royal Arch Masons.

G. R. Barnoske, John Pazour, Chas Laird and Harold Salisbury were among those who attended the American Legion Convention in Omaha.

Sympathy is extended to Agent H. E. Ramsey of Oxford Jct in the loss he has suffered by the death of his brother Howard who passed away Oct. 7th.

Engr. William Bunting of Miles City visited at Marion and left for Denver, Sept. 17th, accompanied by his mother to visit his brother Norman and family.

Saturday Sept. 26th, Frank Sprague of Marion, employed at Atkins Round House, fell out of a tree while hunting near Paralta, he suffered a serious fracture of the skull and was taken to a Cedar Rapids Hospital where he died next morning. The funeral services were held at Marion Tuesday morning and the remains were taken to Greeley where further services were held and where the remains were laid away. Mr. Sprague is survived by his wife, two daughters, his mother and several sisters and brothers, two of whom, Ben and Fred are Engineers on this Divn. The bereaved family have the sympathy of all the employees on the division.

Lyle Kindig spent the week end in Marion Sept. 29th, visiting his mother, returning to Chicago Monday for further treatment at Washington Blvd. Hospital where he will probably stay for a period of 3 to 5 months, taking massage treatments and exercises which are given him each day. He is attending a technical school in Chicago, situated 8 blocks from the hospital. He walks both ways each day. The Milwaukee Women's Club of Marion keeps in close touch with him and is leaving nothing undone to add to his welfare.

Sum up at night what thou hast done by day;
And in the morning what thou hast to do.
Dress and undress thy soul; mark decay
And growth of it; if ,with thy watch, that too
Be down, then wind up both; since we shall be
Most surely judged, make thy accounts agree.
— Herbert

We did not forget the wedding, Ruby, we never heard of it, Idelle did not tell us. George is a Middle Divn. Condr. with his headquarters at Perry, the young lady was from Keystone, so it was all up to the previous jewel out west. However we are pleased to hear of the wedding and extend our hearty congratulations to Mr. and Mrs. George Fullerton with best wishes for years of happy companionship.

H. E. Ramsey relieved Dispatcher Jordan at Marion for two weeks.

It is distressing to note the fact that several prominent "old time" train employes are compelled to leave the service owing to defective eye sight.

During the period of Terminal Train Master M. Gallagher's recent sickness, Supt. Flanigan

10 SEND ONLY ¢ NO MORE TO PAY



We Will Send You a Full Cut, ONE CARAT

Corodite Diamond

NO C. O. D.—NOTHING TO BUY OR SELL
NO STRINGS ATTACHED TO THIS OFFER

We make this remarkable offer so that every lover of beautiful jewelry can have the opportunity of comparing a Corodite Gem *side by side* with a Genuine Diamond. We want you to see with your own eyes the fiery flashing beauty of this Gorgeous Gem. CORODITE DIAMONDS are *double polished* and have the *true diamond* (32 facet) *cut*. So closely do they resemble the genuine that even lifetime experts are astonished. *The illustration above shows how beautiful a CORODITE looks when mounted in a ring.* Send your name and address and 10c in coin or stamps (to help cover cost of handling) to us Today. Your Corodite will come Fully Prepaid by return mail.

E. RICHWINE CO. Dept. B37 19W. Jackson Blvd. CHICAGO, U. S. A.

$48 IN 3 HOURS WITH QUEER INVENTION



A queer little device, hardly bigger than a match box, brought J. A. Williams the astounding profit of $48 for only three hours work! J. M. James made $120 in one day—J. W. Cronk $51 in an hour! The demand is enormous—20 million people want this amazing invention the instant they see it.

You can make $50 to $500 a month in full or spare time. And now the inventor will send you a sample at his own risk. Write to J. A. Stransky, P530 Stransky Building, Pukwana, South Dakota.

5 TUBE GUARANTEED RADIO

Get Special Offer



BIG POWERFUL MIRACO ultra 5

Users everywhere report it gets programs coast to coast, Canada to Gulf, loud and clear on speaker; outperforms $100 to $200 sets. Many hear Europe. Marvelous value. Introductory Retail $59.50

FACTORY PRICES-SAVE 1/3 TO 1/2 - Smaller Sets $13.75 up, retail.

FREE! Literature on latest 1 to 5 tube models, new low prices and SPECIAL OFFER! (Agents) (Dealers) Write!

MIDWEST RADIO CORPORATION
Pioneer Builders of Sets
516-B-E 8th St., Cincinnati, Ohio

MIRACO RADIO GETS 'EM COAST to COAST

Montana Earthquake Pictures

At Tunnel No. 8
C. M. & St. P. R.

5x7 Size $4.00
Per Dozen
Unmounted

10x23 Panoramas
$2.00 Each

3¼x5½
$1.50 a Dozen

THE OLSEN STUDIO
THREE FORKS, MONTANA

and Asst. Supt. Gibson called at the hospital at Council Bluffs to see him, at that time his condition was so critical that it was thought doubtful if he would pull through, after a brief visit they bade Mike Good bye and asked if there was anything that they could do for him, if so they would be glad to do it, Mike replied vigorously, "Yes, there is, I want 3 or 4 more tracks in Council Bluffs Yard," needless to say the "grim reaper" has been defeated and M. G. is again "bossing the job."

Mr. and Mrs. R. L. Taylor have returned from an extended visit in Naches, Washington with Rev. L. M. Starr and family and with Mr. Taylor's brother A. R. Taylor and his wife in Great Falls, Mont.

Operator W. H. Kesting and family of Marion spent two weeks in Milwaukee visiting relatives.

Agent J. R. Harding of Wheatland was away on a vacation. W. D. Schesser relieving.

Condr. John Higgins of Monticelo was away several days visiting friends in Chicago and Marion.

Pat Hines who has served as roundhouse foreman at Maquoketa for the Milwaukee railroad for the last fifty one years, is believed to hold the record for long and continuous service among the roundhouse men in Iowa.

Hines came to Maquoketa on March 2nd 1847, to take the roundhouse job. He says he did not want the position, as this place marked the end of the road and the job was not considered a desirable one.

The years went by, however, and unable to get any one to relieve him, he could not heed the lure of jobs in other places. Each afternoon at 4.30 he goes on the job and works until morning. Many times he works double shifts when business is brisk.

Hines is 75 years old and unmarried. He did not want this latter fact mentioned as he fears the women might bother him. During his long service he has had only two different boarding places.

He has enjoyed only one long vacation and that was seventeen years ago, when he visited his old home in Ireland.

Passenger Brakeman Walter E. Willett on Trains No. 7 & 8 has taken an indefinate leave of absence on account of his health.

Extra Passenger Hartung has returned to his home in Chicago after doing extra work on the Davenport-Savanna run for several weeks.

Passenger Brakeman H. W. Orvis spent a few days in Kansas City on business.

Train Baggageman Ed. M. Taylor spent several days in Rockford, Ill. visiting his relatives.

Condr. Wm. A. Brubaker spent several days at his old home in Perry. W. I. Farrel relieving on Nos. 4 & 19 between Marion and Chicago.

Passenger Brakeman H. R. Perrin has resumed work on the Davenport-Savanna run after being off several weeks working for the Pension Bureau.

Condr. Steve A. Parmenter has resumed work on the day service train after being off duty for several months on account of his health.

Passenger Trainmen, G. A. Larkin, J. G. Larkin, F. A. Dougherty, Lee Tucker, A. F. Hutchins and R. A. Armstrong were in attendance at the Legion Convention in Omaha. All report one glorious time.

Aberdeen Division

N. M. R.

A preliminary meeting was held in Supt. Hill's office at Aberdeen Friday evening, Oct. 9th, preparatory to organizing the Aberdeen Chapter of the Milwaukee Woman's Club. The meeting was conducted by Mrs. J. E. Hills and about thirty-five were in attendance. Arrangements were made to entertain Mrs. Byram, Mrs. Kendall and others who will be at Aberdeen October 14th, to perfect the organization of the local chapter.

Len Mashek says that he will have to quit smoking unless Pittsburgh wins another game of the World Series.

Jack Seiler has put his Ford in the Hospital where an operation will be performed on the timer with a view of eliminating the present "Steady by Yerks" operation.

Ed. Holtz asks that someone give him a new pipe for Christmas as his present pipe is getting so strong it wanders away at times.

Hunting is on in full blast, but no record bags are reported. The heavy rains of June drowned the young prairie chickens out in the localities where they have been plentiful during past seasons and it was necessary to get out quite a ways to run into chickens now. Northern Ducks seem to be moving south considerable earlier than in past seasons and are not very plentiful. Pheasant season opens Oct. 30th and runs four days in Brown county and fifteen days in Spink county. There are plenty of Pheasants in the country and the open season should afford plenty of sport to the nimrods.

Viola Diestler of the Supt's office made her usual week end trip to Minneapolis—Begins to look serious.

The baseball season is now over and the fans are giving their attention to football. Aberdeen High School and Northern Normal School both have first class teams which will afford plenty of excitement to the fans.

Charles Capon, formerly Chief Clerk to the Division Storekeeper was a recent visitor at Aberdeen. Mr. Capon is now located in the General Storekeeper's office at Milwaukee.

Mr. Amos spent a few days in Chicago recently visiting his daughters and getting acquainted with his new son-in-law.

The golf links have closed for the season and the fans around the depot have again come down to earth.

Mr. H. K. Krohn, Roadmaster at Minneapolis was a welcome visitor at Aberdeen. Mr. Krohn was formerly Roadmaster on the Aberdeen Divn. and everyone was glad to see him again.

Bonny from the Store Dept. was hunting last week, did not have very good luck, all he came back with was a cold.

Chicago Terminal Doins

Guy E. Sampson

Things just happen so fast around this neck of the woods that we can't keep up making notes of everything. Last month we reported Lee Smith going to Galewood and R. P. Hayes taking charge of the Bensenville yard, but here in just one short month Hayes has taken another position somewhere and Smith is back on his old job.

Switchman Albert Tompkins who had the misfortune to fall from the top of a car a year ago last September has so far recovered that he has been released by the Dr. to do light work. All employees glad to see Al among us again and hope he is now immune from accidents of that nature.

"Aint we human beins queer." Now if we had a nice little Ford that could pass up a big touring car and some of our friends mentioned it in print, do you suppose we would get peeved? Not on your tintype, but we won't do it again unless the little Ford takes another spurt and passes us up some day in our walkamobile then look out for further mention of facts.

Recently while conversing with our Silver Toned Operator, and having finished said conversation a new voice broke in on the phone with "Another party wants you Sir, just a minute please." And such a voice, put one in mind of the music of a harp and a strange voice too. Being somewhat bashful we asked no questions, but learned later that is was only Margaret the relief operator at Galewood. Good morning Glory.

Last month we made mention of the "big catch" Billie Doyle made at the summer resort, (not fish either) but in some way it missed the editor's eyes and did not appear in print. We are informed now that Wm. is having his car all fixed up for long trips and still Cedar Rapids is not so awful far away.

Well we mentioned the fact a couple of months back that Miss LaVell of Supt. Whitings office had taken a trip to the Canadian Coast seeking pleasure. Oh me, Oh my, what a surprize we got the other day when we asked for Joe to get a few items for our magazine and we were informed that the trip had made a wonderful change in the little stenographer, so much so that it had even changed her name, and her residence from Chicago to Seattle, Washington. Well as we said before Joe never would give us any items to put in the magazine and she didn't change her methods any in this case.

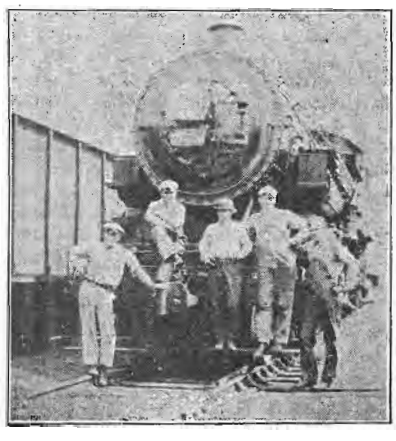
G. E. Sampson attended the funeral of engineer Wm. Wilson at Milwaukee this month. Mr. Wilson had been a Milwaukee employee for many years and like his father-in-law, Herman Hartwell, died in the harness. Mr. Wilson died suddenly after he had completed his days work and was on his way to his church to attend the weekly prayer meeting, while Mr. Hartwell died several years ago while on his way to work in the Milwaukee Shops. The floral offerings showed that Mr. Wilson was highly esteemed among his co-workers and one that will be missed.

It doesn't pay to wash a bran new suit of overalls and jacket and hang out on the line to be left over night, especially if you live close to the tracks where the Weary Willies hang out. For further proof ask LaVern Smethurst, he knows.

Yawning

(*To the Tune of Yearning*)

Yawning all thru the day,
That's all you ever do.
Yawning 'til you "Hit the Hay"
After the dreary day is thru,
Now the reason why you yawn
When you come to work next morn,
Is 'ause your "Goodnight" is too long
I know for I'm yawning too.



The "Bizzy Crew" of Galewood

We regret very much the loss of our A No. 1 Timekeeper Joseph Hynes. He was promoted to the position of Chief Clerk at Galewood. All that we can say is that Galewood has a very good man in Joe. Good Luck Joe keep it up.

Arthur Trushinski has taken the place of "Our" Joe.

Mr. H. R. Abrahart, A. M. M., returned to the office after an absence of 30 days, most of which time was spent in the hospital. We are very glad to have him back with us.

M. M. Brewer, our Chief Clerk just left on his vacation. We hope he has a good time. We are wondering what kind of a fish story he will have for us on his return.

Machinist John Burianek was seen going into a drug store in Galewood the other day. Someone followed him in and for three hours he talked to the druggist. Finally the druggist said "No."

Assistant Foreman Pat Carey just returned from his vacation. When asked where the fish were that he caught he replied "We didn't bring any home because we threw back everything under 25 lbs."

Machinist Norman Burns was granted a thirty day leave of absence. He is making a tour of the East in his machine. Let's hope it's not a Ford or Chevrolet. Good Luck Norman. Don't forget the souvenirs.

Caller R. Richerson returned a few days ago from his vacation which he spent at Columbus, Wisconsin and vicinity. He received a great welcome upon his return.

I think the following two lines were written for Pipe Fitter Lyle Kuhn:—

"They say a Shiek has got a lot of them
but I'm as good, I claim
I have no tent of Orient, but I get them
just the same."

He's good looking too girls, now's your chance.

We thought we would lose our Boiler Inspector Wm. lucas when he was sent to Jackson, Minn. to take a position there, but he returned to us within four days. Glad to see you back Bill.

Union Street News

The actions of a great many individuals around Union Street have been so eccentric and puzzling lately that it was thought advisable to have a physician make a thorough diagnosis of the employees, individually and collectively.

A committee had difficulty in securing a physician with sufficient knowledge and experience to properly conduct an important investigation of this kind, however, after considering the Mayo Brothers, and Dr. Loernz, it was finally decided to turn the entire office force over to Dr. Warren D. Van Housen, A. B., C. D., E. F., G. H., for a thorough examination.

Needless to say, some startling conditions were revealed. A portion of the Doctor's report is given below.

"After making a very careful observation I find what seems to be several typical cases of 'Laydoughonurnagis' (mostly guess). This is a very serious and chronic disease only present in the male. It is characterized by high fever and sweats, sweats usually occuring after the patient has laid a ten spot on a horse that has managed to struggle in last. Incurable—although a late copy of Racing Form has been known to give temporary relief.

Another condition very prevalent in the male is 'Gridironoptosis' Epidemic during the Fall months. An exceedingly debilitating disease, etology of which is very obscure—acute attacks generally on Saturday afternoons. Duration is very prolonged—one attack does not confer immunity.

'Isewthis Junkia'—this deadly disease makes appearance only in the female and is characterized by a tendancy towards crocheting, hemstitching, embroidery, showers and hope chests. Nothing can be done for it in the early stages, but it will eventually run its course and invariably this condition of temporary diligence immediately disappears after the honeymoon and never reoccurs. One attack always confers immunity.

We're glad to hear that's all there is the matter with us Doc. We were afraid it was over work or somepin.

As a result of the wet feet prevalent during the last few weeks there has been a noticeable shortage of linen. The four horseman have cornered all the available handkerchiefs and napkins in the nearby stores and restaurants. One of the horseman, Nosey Skelton, was seen coming out the back door of the Model Lunch the other day with a table cloth under his arm.

Two old employees around Union Street, passed away during the later part of September.

Mr. E. L. Cunningham, one of the company's oldest employees, died on September 29th. He was 72 years old and his service record dates back to 1869, when he started working as a carpenter at Sun Prairie, Wisconsin. He was connected with the Bridge and Building departments of the LaCrosse and Illinois Divisions until 1912, when he was transferred to Union Street. He operated the electric crane in the Morgen Street Yard until a short time ago, when his health gave out and he was forced to retire. Mr. Cunningham had a great many friends and he will be missed by all who knew him.

Mr. Joseph Tierney, another Milwaukee veteran, died on September 25th at the age of 76. He entered the service of the company in 1881 as a painter at the Elgin Granite Pit. From there he went to the B. & B. Department of the Iowa Division, where he worked from 1882 until 1901, when he was transferred to Chicago. He worked as clerk and chief clerk to the District Carpenter in the Union Depot and at Western Avenue from 1901 until 1918 and then came to Union Street. His many friends in and around Chicago are sorry to hear of his death.

Effective October 1st, Bill Coy was appointed foreman of Jefferson Street Yard while Charley Woldt left Jefferson St to become foreman of Morgan St. Yard. Everyone seems to be satisfied.

Silent Fat Burns is losing weight on Walter Hayes' old job as out freight correction clerk. Walter has given up railroading for the more uplifting occupation of teaching the fiddle.

Kitty Kramp had a miscellaneous shower for Ann Holland at her home on September 19th. They gave Ann everything from the morning paper to a statue of Bachus. All she needs to start housekeeping now is a can opener.

We understand Hank Fate is going South.

Ann Holland was the recipient of a 50 piece set of William Rogers silverware, Oct. 15th. The gift was given by the Union Street employees in honor of her wedding which took place Oct. 17th. They also extended her their best wishes for a happy honeymoon and domestic career.

Here's some more news from the Corner. Lieut. Jeroewitz has put his foot in it again. This time it is about a recent trip to Minneapolis which resulted in a pleasant return trip in company of five other people.

The next time it is necessary to call for help at Terre Haute, Charlie will please call on a man with 12 years experience.

Just why it was necessary to call on Mullholland and Wolff to escort the chinks to Kansas City is somewhat beyond our knowledge. Anyway our road carried 25 of them and 2 from our office makes 27.

If anyone has a friend that would like to take a position as crossing man, kindly call on C. E. Kirtland. We are informed that he would prefer employing one who has had experience as a tailor or shoe repairer. Cigarmakers need not apply.

Our news is that the excursion trains to Minneapolis have been discontinued. This makes it bad for some of us although perhaps we will get a chance at the next Kansas City trip.

If there were six men sitting on the bench awaiting conference, who would get preference? Ask Lieut. Kandybe. He knows.

We understand that Mrs. J. J. King, wife of Seargeant P. J. King is convalescing in the hospital. Herewith best wishes for her speedy recovery.

Sergeant Wolff of Captain Kilberg's office says he's only a Sergeant now, but wait until he grows up he'll be just as smart as Lieut. Mullholland, his boss. Don't get the impression he's under 16 because he gets letters from Wausau with hearts and cupids all over the envelope.

S. M. East

R. G. E.

On Sunday, September 26th, employes of the Store Department and their families enjoyed a picnic at Pine Lawn, near Grand Meadow. There were about sixty persons present and it was a big day for all—'twas a revel in eats and play. Someone has suggested a weiner roast for all Milwaukee Employes at Austin, but unless something is done pronto our weiner roast will have to be a sleigh ride.

Born to Mr. and Mrs. Dwight Kneeskern at St. Olaf Hospital, Austin, Minn., a son, Ronald Dwight.

Earl Cooley has resigned his position as Checker of freight at Austin and gone to California where he will make his future home. The vacancy made by Mr. Cooley's resignation has been filled by Fred Smith.

Frieda Catlin, Store Department Stenographer, celebrated her "sixteenth" birthday on October 22nd.

Mr. Gerald Jarvis, who has been making daily visits to the Milwaukee Offices for the past few months in search of news for the Austin Daily Herald has resigned his position to accept a position at Little Falls, Minn. Everyone wishes Mr. Jarvis success in his new work.

Mr. and Mrs. Lewis Kaiser entertained sixteen Store Department employes and friends at their home Friday evening, October 9th. Progressive "500" was played. High score was made by W. J. Beckel, who was awarded a miniature "C. M. & St. P." train, which he contemplates turning over to his employer when he is through playing with it.

Wm. Holm and family vacationed in Milwaukee the week of September 20th, where they visited with Mrs. Holm's two sisters. Bill also visited the Store Department Headquarters and incidentally dropped in for a visit with Jack LaMonte on the way home. He says Jack has a complete line of modern and witty sayings and entertained him royally for two solid hours.

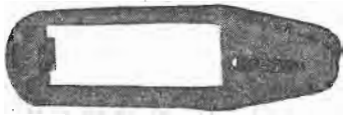
Division Storekeeper Hanover and Local Storekeepers, W. J. Goudy and W. J. Beckel, attended the annual Storekeepers Staff Meeting at Milwaukee on October 21st, 22nd and 23rd.

On Tuesday, October 6th, Superintendent Meyer went to LaCrosse, where he joined the following gentlemen who were making an inspection trip over the Milwaukee; Mr. H. E. Byram, Mr. B. B. Greer, Mr. J. T. Gillick, Mr. O. N. Harstad, Mr. L. K. Sillcox, Mr. C. F. Loweth, and Mr. W. H. Penfield. The train traveled over the S. M. Division to Austin, arriving here early on the morning of October 7th. At Austin Mr. W. M. Weidenhamer and Mr. J. H. Foster joined the party and accompanied them to Minneapolis.

E. A. AARON & BROS.
General Commission Merchants
SPECIALTIES
BUTTER, EGGS, POULTRY, GAME, FRUITS AND VEGETABLES
Hotels, Clubs, Restaurants and Dining Car Supplies
72-74 W. South Water St. CHICAGO
PHONES: Central 0640-0641-0642 & 5103

PATENTS Booklet Free—Highest References—Promptness Assured—Best Results. Send drawing or model for examination and report as to patentability.
WATSON E. COLEMAN
PATENT LAWYER
644 G Street Washington, D. C.

POLARIZED MERCURY BOILER CHEMICALS
Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.
B-A Anti-Foaming Chemicals
Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.
The Bird-Archer Co.
122 South Michigan Ave. CHICAGO

BUCKEYE CAST STEEL YOKES

A single Integral Casting designed to meet fundamental requirements for A. R. A. car design.
Conforms to A. R. A. Specifications for Grade "B" steel.
THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO
New York-Chicago-St. Paul-Louisville-London

WE are Miners and Shippers of Pine Ridge, St. Bernice and Essanbee Coals.
5000 tons daily production from West Clinton District, Indiana.
Write for Prices
BINKLEY COAL CO.
1924 Burnhan Bldg.
CHICAGO
First National Bank Bldg., Mason City, Ia.
Security Bldg., Minneapolis, Minn.
Meyer-Kiser Bank Bldg., Indianapolis, Ind.

It has been rumored that Jerome Waters was out hunting the first day of the season and got the limit of "chickens." Jerome says his new German Police Dog is good at pointing chickens but flushes them, and he thinks the dog would be much better for Ducks.

On Wednesday, October 7th, about eighty-five ladies met at the Y. W. C. A. Club Rooms at Austin, Minn. for the purpose of organizing a Milwaukee Women's Club. A social hour was enjoyed from 4:00 P. M. until 5:00 P. M., after which luncheon was served. Mrs. E. A. Meyer was appointed Chairman of the meeting. The ladies enjoyed listening to talks on "Organization" given by Mrs. H. E. Byram, Mrs. Grant Williams, Mrs. Carpenter Kendall and Mrs. Scott. It was voted to organize a club at Austin and the Chairman appointed a nominating committee consisting of Mrs. F. M. Valentine Mrs. Harry Howard, Mrs. H. G. Dimmitt, Mrs. George Campbell and Mrs. August Damm. A committee consisting of Mrs. Bert McGee, Mrs. Frank Holmes and Mrs W. Smith was appointed to arrange for the date and meeting place of the next meeting.

On the 9th day of September 1925, Section Foreman Pat Traynor of Easton, Minn, passed away at his home after an illness of nearly two years. "Pat" had been in the employ of the Milwaukee Railway at various times since he was fourteen years of age. He had been Section Foreman at Easton and Delavan continuously since 1893. He was always a faithful worker and was known as one of the best foreman on the system.

Margaret Dunbar has returned to work after a month's visit with her sister and brother-in-law, Mr. and Mrs. L. Irish of Hurley, N. Mexico.

On Monday, October 5th, the Superintendent's Office at Austin was a cloud of smoke. There was also evidence of someone having been eating candy. Investigation proved that the cause of all this disturbance was the arrival of a new baby girl, Ruth Ellen, at the home of our Chief Clerk on the previous day. Mother and Babe are doing fine. Mr. Wunderlich's mother is here from Dubuque, Ia. to see that the baby gets the proper start in life.

Traveling Accountant Lathrope is making a check of the S. M. Division Accounts. If there are no notes in the magazine next month —it's his fault.

"M. C. B. Gossip"
"Lee"

Frederick Andrews gave an exhibition of the proper way to shuffle along if one were wearing snow shoes, the day he wore rubbers two sizes too big for his shoes. The exhibition went along with perfect co-ordination until Frederick tried to make the stairs two stairs at a time. Then one rubber shot off, out, and under the stairs, whereupon Frederick gave an exhibition of another great outdoor sport, that of mountain climbing, and gracefully climbed over the railing and down the nice gooey bank, returning triumphantly with his prize.

If the football team of Marquette University knew how they were inconveniencing Julia Barrows, I am sure they would win a few games so that she could even up on her bets. But at that, we all agree that she bore the loss of four pounds of candy at one time, very bravely, and it didn't shatter her faith in Marquette a particle.

The pickpockets who picked Mr. Wible's pockets certainly got slim pickings, just 30cts. But then they had no one but themselves to blame for with prices at the height they are at present, anyone knows that a man with his arms full of bundles couldn't possibly have a bank roll in his pocket.

For Sale, One Radio, Loud Speaker, Battery, etc., included, $40.00. What's the matter with it, Weber?

Mr. Barndt has just found a dairy written by a relative ninety years ago, when this party came from Pennsylvania to Milwaukee. He left Pennsylvania on April 6, 1836 and arrived in Milwaukee on September 1st. It took from the 10th of August to the last of September to come from Detroit to Milwaukee, by way of the Great Lakes. One item of interest is that they went ten miles to see an entertainment. He mentions Mequonico and Fort Atkinson way back in 1836. Wonder if he knew people would read his diary 90 years later, or if he had any intimation that the trip he made in five months would some day be made in twenty four hours.

Mr. Juneau is touching two extremes while on his vacation. The forepart of his holiday was spent in sunny Florida and Cuba, while the latter part is being spent on a hunting trip in the woods of Winnipeg.

Lillian Skobis has returned to work after being away on three month's leave of absence and we are glad to have her back with us again.

I understand Emma Wagner will leave on a leave of absence in a short time and that she will spend it in Florida. We will certainly miss her, but hope she enjoys her visit there.

Bad Land Echoes
"Bill Mike"

Now fall has come, the wind blows chill and stock seeks shelter neath the hill; Shivering while the rain and sleet, covers their backs like a wet sheet. munching a bit as they drift along shivering more as they drift along, drifting along like ships at sea with nothing to guide their destiny. Drifting ever before the wind, leaving the old scenes far behind. Little they do and little care just to be drifting on somewhere. Many of us are just the same, ever drifting without an aim, just to be going on and on stopping awhile, then on anon. Blown by the winds that never rest scattered like chaff, now east, now west. Knowing no home, no place to stay, drifting and drifting day by day. The hunting season season now is past, strange things happened while it did last. Mike Wood, Bill Leaf and Crowley too, with Worix went to bag a few. They camped at some abandoned shack, good things to eat each one did pack; into the cellar under the house, they placed the eats while hunting grouse, but hunger at last drove them back; to take a sip and eat a snack. Into the cellar Mike Wood went to fetch the drinks and nourishment, but up he came with face so white, hair standing up, and all affright, Speechless he crept upon the floor, the while he watched that cellar door. Bill Leaf and Worix big and strong, knew that there must be something wrong, but neither ventured to go near cellar steps, while from their rear Art Crowley peeped with staring eyes, wondering whom to deputize. (it might be well to mention now) that Art is quite a sleuth. Some how he's earned himself some little fame, catching some culprits just the same, as if he were a regular guy with blood hound nose and watch dog eye. He'd sent for boots to hit the trail of evil folks (and also quail.) These boots were coming C. O. D. and were to reach up to his knee. Now in his mail a slip was placed, the C. O. D. Art paid in haste and opened up the box to find not the high boots for which he pined, but empty bottles and a star on which was etched, "Sleuth beyond par." By this time Mike's regained his speech and grabbed his shotgun by its breech, then down the cellar he did hie, resolved to kill the thing or die, took careful aim, pulled the trigger, wished his gun was ten times bigger. But when the smoke had cleared away he found he'd shot—not common prey, but copper boiler food and all, set riddled near the cellar wall.

Mike says he thought it was a snake, was sure he heard its rattles shake, but Crowley—once more sleuth supreme claimed Mike was having a bad dream. Art found tracks in the cellar dirt, his sense of smell being alert, pronounced them pack rat tracks, and then told how he knew they were, you ken. The season opened and all start, in all directions they depart to get a mess of duck or hen and then come right back home again. I hear "Judge" Starbuck thought that he would better off with learned men be and chose the brains of this here town, to go with him and shoot hens down. I hear that when the day was done the "Judge's" bunch could show but one, while common folks with common brain got their full quota just the same. In this here world each has his place, and common clay is no disgrace, but when it gazes at the sun it sometimes gets pretty well done. Art Grothe and Mike Wood went out to take a "look see' round about. Art swears he'll never go again the reason why—let me explain. The chickens flew up, one by one Art and Mike thought, "Won't we have fun." But twelve gauge shells will hardly fit a sixteen gun, they both admit. Miller Hansen thought he would get a few ducks for himself, you bet. Gets to a pond, fence running through, line dividing the parties two. Miller asks farmer, "May I shoot the ducks I find along this route?" The farmer answered "Yes" and so, to this nice pond Miller does go. The ducks were all on t'other side of the line fence that did divide this pond in two. But Miller shot until he'd shot down quite a lot. And now from over yonder hill a farmer comes with ugly will and takes the ducks that Miller shot, orders Miller from off this plot, so what can Miller do or say but travels duckless then away. I've something good that I must tell about Carl Staben. It befell that Carl went hunting, as folks do and shot at ducks that never flew. He shot and shot, then shot some more until he'd shot up his whole store of shells, and when he went to see how many he had shot, by gee, he found that they were all decoys. What do you think of that, eh, boys? Phil White and George and Joe drove out to shoot some ducks they'd heard about. "No clatche hany" heard them say, same old tale told every day. "Cut" Catey says, and well he may, "I don't like duck, not any day, but give me ducks so I can eat my fill of good dark, wild ducks' meat." "Bud" Irish now has got a wife to make him stay home nights for life. John Johnson and John Little swear that they'll be next to win a "fair" the fair ones names I dare not tell, but I guess later'll be as well. Now two Young boys are married too, what are you singles going to do? some girl is waiting to be asked, so step up bravely, don't be last. John Nodson's gone, our girl's will miss his winning smile so full of bliss. I tell you girls up there at Miles don't be deceived by Johnnie's smiles. He plays no favorites, not he, but smiles on all engagingly. Shirley Brown took Hansen's old Ford and when he shouted "All aboard", Mr. Rodell was in the car, bound to to go hunting grouse afar. When coming home, crossing the track, Brown hit the rails an awful whack. Rodell bounced up and cut his head so he, himself thought himself dead. "A stitch in time saves nine," thought he "I'll call the doctor now and see if he can mend the ugly gash, before my looks go all to smash." They took him home, put him to bed and then the doctor came and said, "Why my good man, 'tis but a scratch and hardly worth a bit of patch. It looks as if a common pin had barely pierced the under skin." "Pop's" fixing up his antique car so that it looks much like a Starr. "Pop" says she'll have a lot of pep and that Miles is but a step, when she gets going, why she's gone and it's up to you to hang on. Maxfield's flashlight is on the blink, he can fix it, I don't think. Takes it apart six times a day and yet it won't work anyway. Arthur Grothe has just told me that Olga's been at Miles City to show her new fur coat up there and give it just a bit of air. Al Dorsey with his family are at LaCrosse just now, we see, to visit their old home and friends and some big doings to attend. For Oklahoma "Young Pop's" gone, where warmer days than ours shine on, where vines don't creep but always run. You're tired before your work's begun. A. M. Phelps has paid us a call, looking thinner and much tall. Mr. Hammel from some place west whose will to work is manifest, has been with us some little time and so we've put his name in rhyme. Frank B. Wapples has been here too, out where the sky is clear and blue, quite a change from Chicago's haze, to our warm, bright, sunshiny days. Eddie Warzala's ma and dad have been here visiting their lad. Mike Zeis's father was here too a good Dutchman through and through. And now I've got the best of news, just when about to bid adieu for this here time. Want me to tell so you may know the news as well? Mrs. Byram has been out here with willing hands and right good cheer to start a Women's Club so they can do their bit some rainy day. You see we never know just when we may be down and out, and then a little aid in times like this would surely far from be amiss. With her were three lieutenants true, Shaw, Williams and Kendall too. It was with pleasure that I met our Editor and I regret you could not stay a day or two so I could speak some more with you. My wife has broken her left arm and done her right a lot of harm, so that I'll have to quit right here as dinner time is drawing near and I must cook the meals for three my wife, my son and of course me. For this time I will say adieu (Bet you're all glad that I am through.)

Milwaukee Shops

H. W. G.

"What's the matter with Milwaukee Shop Items anymore?" Sure enough, what is it? We are no mind reader.

Mr. E. J. Mansur during his vacation in Aug. visited his old home in and around Quebec, Canada. He says the old rural scenes have changed so much with the years, that's the case all over.

Howard Player called at the ME. Dept. Sept. 4th. We saw him at a distance.

Our Mr. Jas. E. Mehan, Asst. to MCB. was elected president of the Chicago Car Foreman's Association at their recent meeting in Chicago. This organization has 9000 members in the United States and Canada. Mr. Mehan as we all know is one of the prominent officers of the Arbitration Committee of the Master Car Builders Ass'n.

Mr. Juneau, MCB is somewhere south, report has it Florida, another Cuba.

Some of the shop officials put most of their vacation in the wilds up north.

"H. W. G." expects to visit the old place in eastern Mich. latter part of Oct.

The Special Apprentices had a very successful staff meeting October 12th and 13th.

Wauwatosa proposes to stop the locomotive smoke out there, we have seen some smoke photos of trains passing thru, that show but little if any smoke.

The article on Beloit in the Oct. magazine recalls some rich Wisconsin early history.

It looks as if that old tank pump at Mazomanie driven with water that raises itself to the tank is about as near perpetual motion as we generally get.

Some high poles carrying powerful lights are being installed over the shop grounds for better illumination.

Burdett
Oxygen & Hydrogen Co.
309 St. Johns Court—Phone Monroe 4486
Chicago, Ill.

Producers of pure oxygen and hydrogen.

Oxygen-hydrogen and oxygen-acetylene welding and cutting apparatus.

Welding rods, fluxes, regulators and goggles. **Complete stock carried for immediate shipment.**

Keep Your Balance

One of the most useful and difficult lessons to learn is always to keep your balance Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

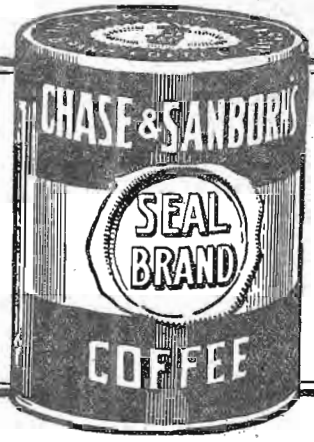
CENTRAL TRUST
COMPANY OF ILLINOIS
125 West Monroe Street
CHICAGO



CAMP EQUIPMENT
COMFORT
On your camping trip is assured if you have the proper tent and equipment. Our Catalog and camper's guide will put you on the right road. Send free. Ask for Catalog No. 628.

GEO. B. CARPENTER & CO.
440 NO. WELLS ST. CHICAGO

Delicious coffee!



W. H. CROFT
First Vice-President

M. S. PAINE
Secretary-Treasure

MAGNUS COMPANY
(INCORPORATED)

Journal Bearings *and* Bronze Engine Castings

NEW YORK CHICAGO

Union Spring & Manufacturing Co.

Manufacturers of
Steel Castings, Coil Springs, Spring Plates, Elliptic Springs, Journal Box Lids, Kensington Journal Box

(ALL STEEL)

WORKS--NEW KENSINGTON, PA.
PITTSBURGH OFFICE--300 GRANITE BLDG.

50 Church St., New York, N. Y.
Fisher Bldg., Chicago, Ill.
Todd Building, Louisville, Ky.
Mutual Bldg., Richmond, Va.
Munsey Bldg., Baltimore, Md.
226 South 15th St., Philadelphia, Pa.
Chemical Bldg., St. Louis, Mo.

The "MILWAUKEE" are Using the Best Locomotive Piston Rod and Valve Stem Packing on Earth and Know It

Veteran Jno. M. Horan returned from a month's vacation in the Puget Sound Country, looking 15 lbs. better when he returned, which was Oct. 1st. Since Mr. Byram returned from the other side, the middle of Sept. this relieved John of many heavy duties allowing him to stay a little longer. The Special Apprentices were asking where that old engineer was that addressed them last year.

It seems that Miss Cox in Mr. Guschl's Dept. is about getting married, she certainly will be missed around here. She was formerly in Mr. Jenson's Dept. and is the chief promoter of the nice flower beds on the lawn between the two main buildings.

Foundry Supt. H. E. Brownell has returned from treatment at Mt. Clemens, Mich. somewhat improved in health. Mr. Joe Bartlein, CC is the head man when HEB is away.

Thos. Scott starts for the south also pretty soon, for a week or so.

The big Lima Locomotive is making some long heavy train try-outs on the LaCrosse Division, 4000 tons, 114 cars, 240 lbs. of steam. The Test Dept. are checking up results. Photographing a train over a mile long is also some stunt.

The new freight cars of different classes on order are coming right along, quite a bunch of them.

The General Store Dept. Staff Meetings, will be held at the shops Oct. 20, 21, 22, which about closes the meetings for the season.

We sent the obituary items of Dispatcher Wm. Wilson's death to the magazine after the 15th of Sept. probably rec'd too late for the Oct. issue.

The toll of automobile smashups and deaths both from autos and trains in and around Milwaukee has been something terrific of late.

Veteran C. E. Hobbs, one of our old retired Engineers is sick at his residence up on 26th street. His niece Miss Mary Fox, daughter of the late Jno. C. Fox came in from Janesville Oct. 15th.

We thought we had the oldest railway employe in the United States, but the N. Y. C. & H. R. R. , have Mr. Albert Stone of the auditing department, 90 years old with a service record of 75 years. This makes John M. Horan's 70 years service and Chauncey Depew's 59 years service look rather juvenile, and my 52 years of service rather like a kid. If anymore such stuff comes in we are going to stand right up on the table with both feet.

Mr. F. E. Pellant, veteran Cabinetmaker was up among relatives in the Dakotas in Aug.

Mr. Fred Williamson has been away for sometime, we learn that he too is in Florida. Understand that Fred is doing better than the man who can catch fish in the front yard and shoot ducks in the back yard.

Twin City Terminals

Mac

There was once a man who fancied
That by driving good and fast,
He could get across the railroad track
Before the train came past.
He'd miss the engine by an inch,
He'd make the train hands roar,
There was a man who fancied this,
But there isn't any more.

Messrs. Byram, Greer, Gilliek, Loweth, Harstad and other General Officers spent considerable time in the Twin Cities recently in connection with the opening of the new terminal at St. Paul.

We are glad to note the recovery of General Supt. Weidenhamer who has been on the sick list for some time.

Born to Mr. and Mrs. Stanley Thiele, a baby

boy. Mrs. Thiele was formerly Miss Jeanette Willoughby and was employed at the local Freight Office as Comptometer operator during war time.

We regret that owing to the necessity for a reduction in force at the local Freight Office, Philip Rubenoff and Mae McAndrews are no longer with us.

Mr. Harry Collins has accepted the position as clerk on the switching deck and Mr. Chas. McCulsky as general clerk on the car record deck in the local freight office.

Mrs. O. N. Harstad of Evanston, Ill, spent a week in Minneapolis and St. Paul visiting old friends.

With regret we announce the sudden death of Mrs. Bolmgren, wife of Mr. E. W. Bolmgren in the Engineering Dept. We extend our deepest sympathy to the family.

Miss Margaret McNamara in Mr. Elder's office is on a sick leave. We hope to hear of her complete recovery in the near future.

Mr. S. J. Farley in the Accounting Dept. made a business trip to Chicago last month.

Des Moines Division Items

Frenchy

Train Baggageman L. E. Bates and wife are rejoicing over the arrival of a little new daughter in their home about October 1st.

Foreman Dave Page has been enjoying a vacation visiting friends at Ackley, Iowa.

Fareman W. C. Lorence leaves soon for a vacation which he intends to spend in Kansas City and nearby points.

Miss Jean Dallas left Monday evening, October 12th, for a visit with her mother and sisters in Los Angeles.

Dispatcher "Ole" Olson and wife are the proud parents of a young son born October 1st. We were all glad that it was a boy, as we received a two pound box of candy whereas if it had been a girl the chances are it would have been a one pound box.

Mrs. C. A. Lemley has been in Illinois recently called there by the death of a relative.

Mrs. Taylor, wife of Engineer Taylor, spent Sunday October 11th in Des Moines.

Conductor W. E. Cramer is off sick, but we are all hoping for his speedy recovery.

Mrs. Earl Webb and children are visiting her people in Cumberland, Md.

The duck season must be on if carrying ducks is a sure sign. Ask W. L. F.

The bowling season has opened but cannot attract some of us account the new boy at our house.

H. H. Jacobs has been flitting about now for some time. Now don't get excited girls, we mean as an extra agent.

Agent T. D. Hakes, Lavinia, is off on a vacation, being relieved by H. H. Jacobs, who is doing the heavy at Bingville now.

Agent Rundberg of Yale spent a day in Des Moines recently looking over the sights and it was reported he returned home a sober man; he has so far offered no explanation.

Agent Shippey has been off a few days trying his hand with a rod and reel. We understand so far he has made no report nor shown any pictures,—guess that is self-explanatory.

The Des Moines Chapter of the C. M. & St. P. Railway Women"s Club will hold its first fall social and business meeting at the home of Mrs. B. F. Van Vliet, 722 W. 18th Street, Friday, October 23rd, at 2:30 P. M. All members and others eligible are urged to be present.

Agent W. J. Black who has been with us for some time has transferred to the Iowa Division. Well we will say this much, the Iowa Division sure drew a NUMBER ONE agent.

Agent Brown of Milford was off again for a while we understand, had a very enjoyable trip this time.

Operator Harry Calhoun of Rockwell City was off a few days wielding the rod and reel and from all reports he caught about all the fish the vacationists left in the lakes.

Motoring on the Milwaukee Up and down hill on the Rocky Mountain Division

Nora B. Decco

Well since we took up the largest part of the magazine last month we will have to keep pretty quiet for a while now so will try and cut this short and let someone else say something for a change.

I did know a funny one about Warren Dixon ——waiting at the switch and hiring a car to take him across country to catch his train before they reached Butte Yard, but that can wait.

Mrs and Mrs. Kettle have their daughter from Minnesota visiting them for a few weeks.

Condr..... goodness no not conductor, Mr. Vaninwegan of Seattle ahem.. stopped off a few days to visit his wife and family here, the airs some people put on just because. June don't hardly know her own Dad any more, he stands around all dressed up so much of the time.

A card from Mr. and Mrs. Sam Haffner somewhere in the Carrebian Sea.....tells of places where none of us have ever been of expect to be and I had to scramble around and look up my old gogerfry to find out myst where they were .... everything is lovely and so far Sam hasn't missed a meal .....so Sam says. Condr. and Mrs. Kilpatrick are riding around in a bran new Overland sedan . and from the expression on their faces it is some car.

Mrs. Skeate is visiting home folks in Michigan for a few weeks, Mr. Skeate don't care how long she is gone if the duck season only stays open.

Fireman Dickerson expects to leave soon for Kansas where he will spend some time visiting with his Mother and other relatives there.

Mrs and Mrs. Langman have returned from a two weeks visit with friends and relatives in Iowa.

Engr. Bob Chambers after a few trips on the west end after some months on the Lombard helper has been taken very ill with rheumatism and is still confined at his home in this city.

Mrs. Helton is very ill at the local hospital here after an operation, and we all hope for her quick recovery, and that she may soon be out and home again.

We regret to announce the illness and death of Condr. Kirwans 12 year old daughter Maxine in Deer Lodge, Oct. 14th. She was sick only a short time, about a month in all and her death was very unexpected, she leaves a small sister and brother besides her Mother and Father and the entire division offer those left behind their deepest sympathy. Mr. Kirwan's Mother came out from South Dakota and will spend some time in Deer Lodge.

Fullerton Ave. Building

J. T. Griffin

A very fine performance of the Student Prince Wednesday, October 7, was much enjoyed by Robert Lacy, Car Accountant's office, judging from his enthusiastic expressions regarding the entertainment, it is noteworthy in this connection to mention the fact that the petite Miss Ella Fox of the same office also speaks enthusiastically of the same performance. We would like to have seen it ourselves.

Through some mistake we mentioned a certain party by the name of "Art" in connection with certain North Shore Beaches. We are now reliably informed that the young man's name is "Roy" we are glad to know this, as we want to give credit where credit is due. We hope this little item will square things "Helen."

Continental
Bolt & Iron Works

West 43rd Street & Western Ave.

CHICAGO

Phone LaFayette 1701

Machine and Carriage Bolts
Hot Pressed Nuts
Bridge Bolts
Lag Bolts

Dearborn
REG. U.S. PAT. OFFICE

DEARBORN keeps boilers fit—scientifically—positively—at a reasonable cost.

It only adds to the satisfaction we derive from our work that we receive frequent service reports similar to this:

"Their boilers are cleaning up nicely. Well pleased with DEARBORN."

Application adapted to operating convenience,—direct to boiler or engine tender, or by means of feeder to wayside tank.

Dearborn Chemical Company
310 South Michigan Auenue
CHICAGO

United States *Canada*

"CONTINENTAL"

on your Policy means Gnaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company

(*The Railroad Man's Company*)

H. G. B. ALEXANDER, President

General Offices: CHICAGO, U. S. A.
Canadian Head Office, TORONTO

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus $1,250,000,00

The Banking Home of Railroad Employes

Checking and Savings Accounts
Deposits may be madeby mail.

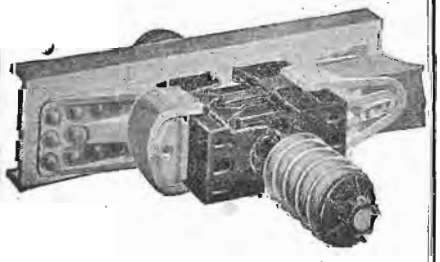
Per-fex-ion

Auto Black

makes any small car look better, last longer and worth more. A few hours work and your car will look like new. Clip this ad now and send with $2 for 1 qt. Auto Black, 1 pt. Top Dressing, Sandpaper and Brush.

THE
THRESHER VARNISH CO.
MANUFACTURERS
Dayton, Ohio

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY
CHICAGO OFFICE MACORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION BUILDING MONTREAL

Mr. J. C. Vinson, Freight Auditor, for the past 2 years, resigned on September 26 to accept the appointment as General Auditor, Wisconsin and Michigan Steamship Co., at Milwaukee, Wis., he leaves the Milwaukee with the best wishes of those among whom he has worked. The employes in the Freight Auditor's Office presented him with a diamond pin and a box of cigars and best wishes for his future success.

Helen Mischke, Car Accountant's Office is wearing a diamond ring and is receiving the congratulations of her many friends.—Congratulations.

The girls of the Interline Forwarded Balance Bureau, Freight Auditor's Office, gave a luncheon at the office September 30 in honor of Helen Flint who left to be married on October 3, she was presented with a copper meat server and good wishes of the office force.

Adeline Logan, Freight Auditor's Office who's your friend in Benton Harbor?

P. J. Kirwan, Auditor of Station Accounts' Office, wishes to notify his many friends that his new telephone number is Kildare 0008, Cottage Cell No. 23, or take the Irving Park car west to end of line.

Have you noticed the new way Bill Rosenka, Freight Auditor's Office, is parting his hair, quite becoming don't you think, leave it to Bill to be first.

The Employes Auditor of Expenditure's Office were glad to see Lillian Proehl back to work after an absence of 5 months, account of sickness.

Elizabeth Gustafson of the Paymaster's office, resigned to be married September 12 and her coworkers in the office presented her with a beautiful floor lamp. The young couple are spending their honeymoon in the Wildwood Cottage at Algoma, Wis. where she is trying out her skill as a cook, and in a recent letter received from her she tells us that as a cook she makes a fine can opener. Her chief sport is chasing crows but she says the crows are too foxy so the other evening just for excitment she, her husband and a farmer near by went skunk hunting but all they found was a lot of tracks, so it looks bad for her in getting a fur coat this winter.

Harry Kester, Car Accountant's office, is losing considerable weight and is not looking like himself recently we understand his wife and family are in the country for the past few months.

We have it from good authority that Mary Gasper, Car Accountant's office, is to be married in the near future—congratulations.

Miss Mathilda Shemroske, Ticket Auditor's office, has resigned to be married, her co-workers presented her with a set of silver, quite a number of her girl friends were present at St. Josephat church to see the ceremony. Congratulations and best wishes.

About 20 girls of the Computing Bureau, Ticket Auditor's office, gave a party in the Women's Club Room recently and from all accounts the girls had a most enjoyable party. Neva Fanninger and Ester Steck sang some favorite songs. Agnes Glomski gave a recitation. Louise Weinberg danced the Charleston as it should be danced and when it comes to acrobatic stunts and high and lofty tumbling why Margaret Wardlow sure gave a wonderful exhibition. When it comes to having a good time when they get together these girls sure had one.

Say Mr. Heuel how about that party some Thursday, would like to know when it is going to be held we girls are still waiting.

Miss Daniels, Assistant Comptroller's office, would like to know if anyone can use her transfers at Milwaukee and Fullerton Aves.

Gertrude (Farmar) Are you sorry "yet?"

Sick room bouquets were sent to the following employes by the Employes Association:

Elsie Eoldman	Freight Auditor's	Office	
Charlotte Forst	"	"	"
Earl Mauffray	"	"	"
Sherman Arpp	"	"	"
Robert West	"	"	"
John Zigahn	"	"	"
Al Severson	"	"	"
Myrtle Freitag	Ticket	"	"
Mildred Regnier	"	"	"
Mathilda Shemroske	"	"	"
Viola Wulff	"	"	"
Laura Kaucher	Car Accountant's		"

The Officers and employes extend sympathy to:

Nick Lipinski	Death of Father
B. J. Weichbrod	" " Mother
Alice O'Neill	" " Father
Frank Weichbrod	" " Mother

Tacoma Shop Notes

On September 22nd, a very pleasant visit was paid us by Miss Sybil Hobart, a very attractive clerk from Division Master Mechanic's office at Deer Lodge, for which we consider ourselves very highly honored. She said she had heard so much about our hard boiled chief clerk that she wanted to see if it was the truth, and her opinion was to the effect that it was. Miss Hobart's vivicious personality and happy line won the favor of all concerned, so she was presented with a standing invitation to call again.

Elsie Sieberg, Clerk in Car Department is on leave of absence taking in the sights at Chicago.

Dad Marvin, that young and peppy store department clerk left for an extended visit to Chicago.

About all we have heard around here lately is baseball and radio. The baseball series brought to light the fact that some of the brothers around here must have a good stock of rabbits feet, horseshoes, etc., J. A. Wright, H. L. Snyder and Al Pentecost, respectively are very promiscuous in this connection, in fact they hold the records.

Roy Tidd, Clerk in Store Department, is the proud papa of a bouncing baby boy which arrived at his home recently. Congratulations are in order.

Pipefitter, Merritt Hodges, has just returned from the Spanish American Veterans convention held at St. Petersburg, Fla.

Machinist, Frank Boals, has taken his wife to California for her health, and we hope that the change will be beneficial to her.

Matt Cline, our Special Apprentice, and a very popular one too by the way, is attending staff meeting at Milwaukee, telling them all about it.

Jim Duncanson, Electrician in Car Department, has just returned from a hunting trip on the peninsula with a limit bag of deer.

The new transfer table at Tacoma which has been causing our General Foreman to lose a certain amount of his beauty sleep, has been completed and it is an excellent job. The transfer table is a very much used apparatus, and now that it is in first class shape the handling of locomotives around the shops will be very much facilitated.

Another item of interest at the shops is the installation of a Safety First board on which is displayed very vividly the number of accidents occuring in the various department. This board will no doubt aid materially in reducing accidents and keep the matter of Safety First constantly in the minds of the employes, by developing a sort of rivalry between the departments and the desire to have a clean slate, which obviously will result in a better education along the line of being careful.

We have been advised that Fred Lowert is on

a diet of Goats milk for his health, but we do not have the information at hand as to who's goat it is.

J. E. Brady, our roundhouse foreman, had an accident the other day, in that a woman driver of an automobile collided with him while he was crossing the main street, resulting in injury to his leg from which he is rapidly recovering. This accounts for him parading around on a pair of crutches. Although arguments to the contrary have been advanced, we are still of the opinion that the undivided attention of his one good eye was on some charming young lady pedestrian and failed to see the oncoming car. After the accident occurred, said lady driver of car, gave Mr. Brady a going over in a language that was very rare for the feminine sex. You know these short skirts are anything but a safety first feature, and of course a person with only one eye must do double the amount of looking necessary.

News from the Connecting Link

Betty

Mr. Frank Cracraft, Fireman on the C. M. & G., is a very proud man these days, his baby daughter holds the title of "prettiest baby." Little Miss Cracraft won first prize at the Fair held near the home of Mr. Cracraft.

Congratulations Bob McNiff. We wish to apologize for being so late with our congratulations, but we know that you now realize what it means to be pointed out as the "proud daddy of a fine baby girl."

Mr. H. L. Miller, Dispatcher, is back on the job regular again. Although, Harry, doesn't make much noise we know he is back because we have to increase our requisitions for stationary, somehow we always seem to be short of just the right kind of paper, envelopes, and numerous other articles that are needed in any office, Dispatcher's or Trainmaster's.

Mr. W. D. Mohr, has a new fender on his Ford, and he is all ready to hit someone else. Mr. Mohr is going to put in a supply of fenders, a dozen or so, and he hopes that about that amount will see him safely through the winter.

We have a new freight handler by the name of Francis McGuire. The Agent's office is now complete, Bill, the Agent's clerk and Francis, are two the, well, all we can say—is that when the girls find out about them we will have to put up a sign : "Don't push, take your time."

Conductor John Smith, has a new car. I don't know the make, but it sure is a beauty. Just the right kind for winter, absolutely perfect.

Mr. Fred Tatro, who has been working for a Steamship Company in Michigan, returned to Joliet. He says weather conditions on the Lake were not desirable, as there had been some snow already.

Chas. Osmus, Section Foreman at Joliet, declares that there is no place like the West Side of Joliet. He thinks the west side is the cleaner, and prettier part of town, and Charles ought to know as he is familiar with that part of town

Mr. R. Wright is the new section foreman at Manhattan, Ill., he worked on section 8, Aurora, while Mr. J. H. Boyce was away. Mr. W. R. Flowers is section forman on section 12, Whitaker, Ill.

Mr. Bert Elkins is back on the job after having a nice rest and vacation.

Washington Street is improving in appearance every day. The Wall Paper Company, just east of the office, has just increased their plant by half, they now have a very beautiful brick building. The Roxana Company, an industry on our tracks, has also enlarged their buildings and are repainting them, which improves appearances considerable. The Public Service Company is also installing a plant on Washington Street across from the office.

S. M. West Notes

Roy H. Hoffman

W. Goudy, Local Storekeeper at Madison, transacted business at Austin on Sept. 17th.

Ernest Schroeder, brakeman, is laying off for a few days to take in the American Legion National Convention at Omaha.

Clarence Spicer, has been working in the Madison Car Dept. for the past few months.

G. A. Wright of Easton, Minn., has been appointed Agent at Howard, we welcome Mr. Wright to the S. M. West.

The Benefit Association of Railway Employees with headquarters at Chicago, Ill. is to be congratulated on the campaign they are conducting at present against the Motor Bus and Truck. They are offering prizes to any woman, whose father, husband, brother or son, is an employee of a railroad in the United States, for the best article against the Motor Bus and Truck.

Condr. H. F. Putney has returned to his run on No. 7 and 6 after an extended lay-off. Glad to see you back.

Condr. Joe Rooney of Woonsocket, accompanied his wife to Omaha, from where Mrs. Rooney will go to Pennsylvania for a visit with her father.

On Sunday morning Oct. 4th., the American Legion Special, left Madison for the American Legion Convention at Omaha, Nebr., making stops at Colman, Egan, Flandreau, Sioux Falls and Sioux City, Ia. enroute. The Madison Post Drum Corps of 45 members paraded at Sioux Falls and Sioux City. The train was composed of, baggage car, diner, observation car, and three coaches, all steel equipment. Both the engine and coaches were decorated for the occasion.

The following employes at Madison took in the American Legion Convention at Omaha, Jerry Tollefson, Warehouse and Platform Foreman, Faye Crabbs, Ticket Agent, F. M. Washburn, Car Foreman, and Ernest Schroeder, Brakeman.

F. M. Washburn, Car Foreman, at Madison has moved his family to St. Paul, Minn., where he has accepted a position as Car Foreman. We are sorry to see "Mike" leave us,, but wish him success. Mr.C. C. Carnarius of Rapid City, has been appointed Car Foreman at Madison, succeeding Mr. Washburn, and we welcome him to our midst.

Chas. Murphy has taken the position of Baggageman at the Madison station, succeeding Joe Harling who has entered the State College at Brookings.

R. & S. W. Division

Lillian L.

Chief Dispatcher G. H. Pietsch and Chief Clerk J. H. Chambers spent two weeks in Northern Minnesota hunting PRAIRIE chickens during September, and they report the prairie type more scarce than other wild ones to be found in the more thickly settled districts. They stopped off in Northern Wisconsin to try their luck fishing, but evidentally the fish had been tipped off, because all we received was fish stories instead of fish dinners. As a windup they attended the wedding of Harold Pietsch, son of George H., to Miss Cecelia Reser at Lake Crystal, Minn., October 1st. The wedding was held in the Methodist church and was one of the Society events of the season for that locality. Mr. Chambers was the best man at the wedding, although some not well informed might think otherwise.

Morris Butler is terribly peeved because his picture has not appeared in the magazine along with the rest of the children. Ever since Morris got all the things he asked for in his letter to Santa Claus he has been rather spoiled, and now

Flannery Products

F.B.C. Welded Flexible Staybolts
Tate Threaded Flexible Staybolts
Taper and Button Head Stays
Water Space and Radial Stays
Flannery Grease Cups

FLANNERY BOLT CO.
Flannery Building
3582 Forbes St. Pittsburgh, Pa

NATIONAL SURETY COMPANY
"The World's Largest Surety Company"

Joyce & Company, Inc.
Chas H. Burras, Pres. John McKechney, Vice-Pres
Robt. E. Stitt, Secy-Treas.

GENERAL AGENTS
The Rookery CHICAGO Wabash 0862

LARABIE BROTHERS
BANKERS
INCORPORATED
DEER LODGE, MONTANA

Capital and Surplus $200,000.00
The Oldest Bank in Montana
1869—1923
Old in years but young in spirit.
We invite you to use our Banking Service.

DEPARTMENTS
Commercial Savings Trust
Foreign Exchange Safe Deposit

GLOBE TUBES--
Seamless steel, either hot finished or cold drawn

Manufactured by
GLOBE STEEL TUBES CO.
MILLS—Milwaukee

KERITE



For Signal Service, Car Wiring, Lighting and Power Service

KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

Massachusetts Bonding and Insurance Company

is issuing the

"HEADLIGHT"

Accident and Health

POLICY

It is especially designed for

Railroad Employees

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

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

Gentlemen:

☐ I am interested in an ageny proposition.

☐ I am interested in a "Headlight" Policy.

Name ..... Age.....

Street .....

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

Occupation.....

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

IT IS NOT IMPERATIVE

THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT

▼ ▼ ▼

YOU WILL FIND EVERY THING FOR THE OFFICE

AT

H. C. MILLER CO.

Manufacturing Stationers
Loose Leaf Specialists

342-344-346 Broadway, Milwaukee, Wis.

he is pouting around because some of the other kids have been shown a little more favor than himself.

Leonard J. Heinen and Miss Ethel Schmitz were married on October 5th. Congratulations.

An eight pound boy was born to Mr. and Mrs. Felix Rowinski on September 23rd. Felix was a former brakeman on the R. & S. W.

Agent Telfer is sporting a new Ajax.

Mrs. Edward Christensen, sister of Mrs. W. J. Hughes, passed away at her home near Green Bay on Sept. 21st. Our sympathy is extended to his family and friends.

Mrs. Rose Condon, who was operated on at Washington Blvd. Hospital on September 24th, is reported to be getting along nicely.

Our sympathy is extended to Fireman Rudolph Smerz in the loss of his mother, who passed away at her home in Milwaukee on Sept. 30th.

Charles Larson of the Accounting force at Beloit, attended the American Legion Convention at Omaha. Charles had the misfortune to lose his top coat. He tells us someone stole it. Too bad he can't remember where he left it.

Tippie Crago departed this life on September 21st. Anyone having a dog to give away, address Tom Crago, Superintendent's Office, Beloit. Not particular as to breed.

Felix Raue took a western trip during his vacation, spending part of his time with his brother, who is stationed at Bremerton Navy Yards. Guess he must have done some stepping by the looks of the pictures he had taken with two good looking ballet girls. Felix is always there when it comes to anything of that sort.

It always seems queer to me about that Edward Sniv-el-y. He's not a bit like the other boys, he always has to be making a noise, and he toots, and he toots, and he toots his horn and he always has since he was born.

All the boy's around the office are jealous of Marvin Brick's popularity. A short time ago while strolling along a street on the east side, which was entirely new territory to him, the ladies along the line were calling—"hello Marvin." He claims never to have seen any of them before.

Conductor J. H. Cavey returned to work September 22nd after a three month's leave.

Dubuque Shop Jingles

"Oosie"

Our sympathy is extended to Store Clerk, Leo Droullard, in the loss of his sister, who was fatally injured in an auto accident at Dubuque on Sept. 29th.

Everybody 'round here knows "Arnholt" or "Brick"—he goes to "dawnces," don't cher know. Wore his new balloon trousers to Rockdale and, needless to say, HE was the whole evening's show. (I love me?)

Eddie fears for Joe, when he gets his glasses for as it is he simply does, miss not a thing that passes. (Q. U. B.B. Cafe.)

Geo. Graff did buy a Lincoln car, with his Pittsburgh bets form near and far; and Tom Jones picked out a Chevrolet to buy with the cash he didn't get.

Even poor "Precious" was pressed into service during the villains' pursuit; if "Precious" can't find 'em, no one can, his owner states.

We are going to Chicago over one hundred strong, to attend the Woman's Club rally. And then before very long—we'll have our Ladies' Minstrel Show, which really will be worth while—we invite you to attend it, and kindly bring your smile.

Idaho Division

On October 15th The Milwaukee Women's Club gave a dinner and dance in the ballroom of the New Masonic Temple, Spokane, for the purpose of again bringing the "Milwaukee" folks together.

The picnic given in August proved so popular that the ladies decided to repeat. Well they did; then repeated some more. How they did it is beyond the men. It was a tremendous undertaking to put over an entertainment on such a grand scale. As one man remarked, "It took a lot of nerve," yes, and work too.

Mrs. E. Rummel, President of the Club, and Misses Zelda Case and Bess Roeck, who assisted Mrs. Rummel, are to be highly commended for their efforts, both in arranging for the entertainment and soliciting the attendance. Mrs. Rummel personally visited all parts of the division with invitations to all to come and stirred up such enthusiasm that when the doings started two hundred and eighty five employes, their families and friends, were seated for dinner. It was a real, genuine hunger satisfying meal too, and put every one in their best humor for starting the evening right.

During the course of the dinner the diners were treated to some very high class entertainment. Mrs. Joe Lawrence sang as did also Mr. Dudley Robinson: and little Miss Gwenyth Janosky did some fancy dancing. Mrs. Nate Jones was at the piano for these numbers and they all made a big hit. Mr. G. A. Rossback acted as official spokesman in the absence of Mr. Rummel, who was on the line with Mr. Byram and party. A fruit comport was raffled off and Mr. W. P. Warner was the lucky winner. At 9 P. M. sharp, Herb Moody of the Superintendent's office, and his orchestra tuned up and the dance was on. The Othello and other out-of-town folks had arrived by this time and swelled the total number present to three hundred and twenty five. Anyone not present, just stop to think what you missed. Three hundred and twenty-five old friends and acquaintances gathered together in one crowd and all dancing. They had flocked in from all directions, many meeting again for the first time in years. F. J. Washburn, Chief Operator at Malden, and R. F. Breitengross, Agent Lind, "MET-UP" for the first time, although they have both been on this division for sixteen years, and for the past twelve years only 69 miles apart, and hearing each other daily on the phone. Many similar first "Meet-ups" were noted. The music furnished by the orchestra was great and how that bunch did dance. Engineer Jack Little of Malden called a Circle, and after getting the ladies and gents well mixed, got a great kick out of watching the scramble for partners when he called "Two Step." It was very noticeable that there was no dropping out or going home as the hour grew late. Everyone kept right at it to the last minute, twelve o'clock, which came around all too soon.

Mr. Rummel regretted very much that he could not be present. He had eagerly looked forward to this party and an opportunity of meeting and having his share of fun with the bunch. Somehow it gives a fellow a feeling of security and makes it seem more homelike at a gathering of this kind when the Boss is with us. Lets hope that he can be with us the next time, and let us also hope that the next time will be soon.

It means a lot of hard work for the ladies, but when the "Milwaukee Family" responds, as it did for this gathering, and the "Neat Sum," which they cleared, goes into the treasury, they feel well repaid.

We notice some of our young conductors acting in capacity of skipper of trains of late. Harry Raycraft, C. J. Hutchinson, K. K. Keel and Chas. Donovan have all had their hand in.

E. E. Kilbourn, formerly of this division, who has been confined to his bed for nearly two years is on the road to recovery and expects soon to be with us again. This is mighty good news.

Yardmaster E. F. Husaboe of Avery had his vacation recently and paid the boys in the dispatcher's office, Spokane, a visit.

Ray Shook has returned to his former position in Superintendent's office after having made several trips as freight clerk between Seattle and the Orient on one of the Pacific liners. Don't know how long he will stay home as, no doubt, he now has the "Wandering Heel."

Miss Gertrude Alden of Chief Dispatcher's office has been pretty much under the weather for sometime, and unable to be at work. We are hoping she recovers soon as we miss the sunny disposition.

It is possible that some of the passing tracks, which are now of only 67 car capacity, will be extended to 100 car capacity in order to handle our long trains without the slow progress of sawing or double over when they meet.

The Elk River-Bovill turn around local has been pulled off and trains 191 and 192 are going through Elk River from St. Maries and running only tri-weekly. An N-1 engine on this run is able to take care of the business at this time of the year.

Fred Washburn was seeking an opportunity to sing for the crowd at the Women's Club doings the other night, but I talked him out of it.

We had Claim Prevention Meeting at 1:30 P. M. Monday, October 5th and Safety First Meetings were well attended and some good suggestions made.

On October 9th, 1925, Mrs. E. F. Rummel accompanied by Mrs. G. A. Rossbach, Chairman of Membership Committee, and Miss Bess Rocek, Chairman of Ways and Means Committee, visited St. Maries, Idaho for the purpose of organizing an Auxiliary of the Women's Club, and also interesting members of the Railway Family in the dance, which was held in Spokane on the 15th..

The plans were all very ably made by Mrs. G. H. Hill. Car Foreman, Mr. A. A. Strand, very willingly and cheerfully gave up his office, which was cleaned and beautifully decorated with flowers showing the kindliest of feeling, and with these personal touches so in evidence, the Meeting naturally was very informal and proved very interesting.

Mrs. Rummel explained the purpose of the Club in full, bringing out the beneficial, as well as social purpose.

Mrs. Rossbach explained what her committee had done thus far in the short time the Railway Club has been in existance in Spokane.

Because of the other social activities in St. Maries the same afternoon, there were only a few in attendance but every one went away feeling much had been accomplished when the Nucleus of the St. Maries Auxiliary was organized.

The Spokane delegation from Spokane, and Mrs. Hill for so nicely arranging this meeting, and also to the ladies who attended, and only hope that when well organized they may have many very pleasant times together and feel that should they have any special affair they could depend on a delegation from Spokane, and perhaps from other points on the Division as well.

I didn't ask Bess Rocek to dance with me the other night cause I'm "mad" at her. She still owes me that four dollars. Gosh!

Spirit Lake

Mrs. W. E. Smith, wife of our General Foreman, is at present at St. Luke's Hospital, where she underwent a serious operation, but is getting along nicely, and is expected home soon.

Buford Fallis, Machinist Apprentice, who had the misfortune to break his leg while playing ball at Priest River, is still confined to the local hospital.

The enginemen at this point are all rejoicing over the fact that the terminal has been changed back from Newport to Spirit Lake again.

Wm. Scherfenberg, Machinist, just returned from a short trip to LaCrosse, Wisconsin. "Bud" reports that Spirit Lake looks better to him than the East, but of course "there's a reason."

Although Mr. Geo. Lovett, valve expert, claims he doesn't like Spirit Lake at all, we notice he spends considerable of his time here. Just can't seem to stay away since his first visit over here.

Preliminary arrangements are now under way for a thirty foot extension to the machine shop to house the new air compressor.

Machinist Apprentice Ambrose McKenna is back on the job again after being called to the Coast account serious illness of his father.

We were all pleased to have Mr. O'Neill with us again last week, after a long absence, account of being away on his vacation and a business trip East.

Special Apprentice C. E. Sperry is industriously working on the wheel lathe, and the way the shavings come off, you would think he was running a ticker in a brokerage office, in an effort to determine the depth of flat spots and shelled treads.

After the reception tendered Cliff Downey at the time he was married, it was thought that the rest of the boys would have taken heed, and be a little more careful. However, Ed Soike was brave enough to venture forth in the "Sea of Matrimony" a few weeks ago and the "gang" was right on the job to see that he got a good send off.

Clifford Downey, who claims to be a Scandanavian, but who is blessed with an Irish face and name, and one of the finest little wives which has been imported to these parts, has recently left our machine side for a salesman's job with the Spokane firm which sells the virgin wool suits.

Eric, stalwart youth from the blacksmith shop has cast aside his magazine which was always adorned with the likeness of a blonde maiden. However, he followed his training and persuaded Mary, vivacious young blonde from the store department, to go with him to the Eagle's hop. Jimmie Evans "Supershick" from the freight house, wonders just how it is done. Read Physical Culture and True Story, Jimmie. Better take up some heavy work—they love the big guys, but alas, your eyes are not brown.

Mr. A. W. Novak, General Boiler Inspector, spent the day at Spirit Lake. Mr. Novak does not come out here very often, and we are pleased to see him. He was accompanied by Mr. Joseph Ashback.

H. H. Banks, veteran Illinois Central locomotive engineer and Mrs. Banks visited their son, Machinist Inspector H. V. Banks last month.

At the present writing Engine 6218, save a little air brake work and final adjustment of the valve motion, is ready for her trial trip. 6218 has been superheated, received new and heavier frames, had practically the entire firebox renewed and the new improved Walschaert valve motion applied. The engine also has a superheat pyrometer applied to indicate to the enginemen when the height of water, condition of the units, and other conditions are just right to enable the superheater to bat a perfect score.

One local party has intimated that if the top coat, mirror and other heirlooms are not returned to the office basement very soon, he will make some startling exposures relative to information he has in regard to a certain young couple from our shops who recently made a trip to Spokane, and were reported to have been seen at the license bureau of the Court House.

Speed in Building Locomotives is a Baldwin Feature

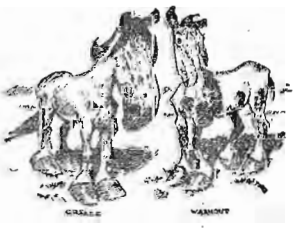
THERE have been numerous occasions when American Railways have found it necessary in ordering the building of new power, to specify quick deliveries. With our most complete facilities for the buying of raw materials and fabricating locomotives, we have been able to greatly assist many railway companies.

THE
Baldwin Locomotive Works
PHILADELPHIA

Where Savings are Safe



Capital, Surplus & Profits $2,000,000
Resources Over $25,000,000



PRIME'S PLUGS
THE PRIME MANUFACTURING CO.
MILWAUKEE, WISCONSIN

Freight and Passenger CARS Of Every Description

Cars Repaired

Repair Parts Castings

Bolsters Forgings

Brake Beams Cast Iron Wheels

PRESSED STEEL CAR CO.

New York Pittsburgh Chicago St. Paul

Iowa Division

Ruby Eckman

Conductor Ray Hickey has been at Washington Boulevard Hospital for a few weeks following an operation. Conductor Wm. Simpson was also there for several weeks taking treatment for an injured foot.

The American Legion Convention in Omaha in October was the means of several special trains and special movements on the western division.

Operator George Harrington who has been working at Council Bluffs yards on second trick has taken a temporary position in the Perry dispatcher's office as side table man. Relief Operator Black is on Harrington's job at Council Bluffs yard.

Mrs. Nancy Stentz, mother of engineer D. Young's wife, died at their home in Perry, September 27th. Burial was made at Knoxville.

Robert Dean McLaughlin is the name of a new son born to Caller LaVerne McLaughlin and wife at Perry, Sept. 26th.

Several train and engine men and some agents were called to Council Bluffs the last of September as witnesses in a law suit. A truck driver drove onto the track in front of their train a couple years ago and brought suit against the company for a large amount. The witnesses all testified that the engineer had given ample warning with his whistle and the judge indicated a verdict in favor of the company. All concerned were much pleased with the decision.

There have been several weddings on the Iowa Division during the last month. Conductor M. B. Moran, was married October 7th in Des Moines to Miss Lenora O'Connell. The wedding took place at St. Peter's Church and a wedding breakfast at the Savery Hotel followed. Mr. and Mrs. Moran took a honeymoon trip to Washington, D. C., new York and other points of interest east. They have already purchased a fine bungalow in Perry and will go to housekeeping at once. Paul Paddock a Milwaukee Machinist who has been employed at Dubuque was married October 10th to Miss Mabel Narver, daughter of conductor John Narver of Perry. The ceremony took place at Jefferson, Iowa. The young people will enjoy a honeymoon trip to Miami, Florida. Everett Schoonover a shop man in the Milwaukee shops was married October 12th, at Des Moines to Miss Anna Lucas. They will reside in Milwaukee. Brakeman R. E. Puyne, who has been on a leave of absence on account of business being light was called back to service in October, and on his return brought a new bride with him, he having been married the fore part of October to Miss Betty May Palmer. Mr. and Mrs. Puyne will reside in Perry.

Harry Carhill an engine dispatcher who has worked at Perry for a long time was married on October 6th to Miss Estelle Utterback of the same city. They took a short honeymoon trip and then went to housekeeping in a new home which Harry recently purchased in the west part of Perry. George Hanner an Iowa Division fireman who has been doing special work out of the locomotive department headquarters at Milwaukee, Wisconsin, was married the latter part of September in Milwaukee. His bride was Miss Marian Ehrilichman of Milwaukee and they will make that city their home.

Engineer T. E. Larimore and wife had a most pleasant auto trip in September and October to Washington, LosAngeles and home via Old Mexico.

Engineer Mel Foster was the recipent of a badge designating forty years membership in the Brotherhood of Locomotive Engineers on October 7th. Mr. Foster had been in the organization forty years on September 20th and several of his friends gathered at his home to make the presentation. Mr. Foster has a splendid record with the Milwaukee and has been receiving the congratulations of his friends on his long period of service.

O. P. M. Huffman agent Woodward took his vacation the latter part of September and fore part of October with C. W. Ramsey relieving.

The M. and St. L. having discontinued one of their branch lines which crossed the Milwaukee tracks at Capron, Iowa, the agency at that place has been discontinued. There never has been much of any town at Capron, but when the coal mines on the M. and St. L. were in operation and when the distilleries at Peoria were in operation there was a busy job for an agent. W. W. Stahl who has been agent for some time has bid in a trick at Portsmouth.

Engineer Jerry Stoner had the lumbago and Hay fever the fore part of September so took a trip down to Florida to look after some land interests. He saw several of the Milwaukee railroad men who are on leave of absence and working down there, but after getting rid of his hay fever and other trouble, he was ready to come back to Iowa and resume work on the west division.

Mrs. E. L. Thomas, wife of the second trick clerk at the round house was in Jennie Edmondson Hospital in Council Bluffs in September for an operation.

Miss Bernadine Cate, daughter of Conductor A. B. Cate, was married in Cedar Rapids to Jack Bevauns a Street Car Conductor, the middle of September. Mrs. Bevauns has been working as clerk in the round house office at Atkins. They will make their home in Cedar Rapids.

M. Gallagher terminal trainmaster at Council Bluffs, was very sick for several weeks in September and October, but is improving.

Splinters from the Wooden Shoe

Brownie

Brakeman Edw. Cochran better known as Froggy, while counting flats two miles in the woods at B & B Spur was overtaken by a big black bear which chased him back to the caboose, two miles away. Froggy says if there are any more flats to be counted the Conductor will do it in the future, as next time he is afraid it will be goodbye Froggy.

Hard Hessel, Fireman, is again attending night school at Ontonagon Do not know what he is taking up, spoonology we think.

Conductor Thos. Tuel said his car is a bird on the back driving, viz: leaping off of a thirty foot bridge, back work. Good bye bus.

A lot of the boys at Channing are not dressing up to standard, due to the fact that they left the hotel in their BVD's at the time of the big fire. Of course the hotel was burned and the boys are now in pretty hard shape for clothing and winter coming on, we think it is going to be a hard, cold winter. How about it, Gibbs.

Carsmith Carl Sitka lost a nice new Rickenbacker Sedan, due to the fire. Why didn't you will it to some of us poor cusses, Carl?

Conductor Pritchard came back to the sticks. We all knew he would.

Conductor Al Gustafson's honeymoon is just about over girls. Rah!

See Cy Mogan is still spending his week ends at Ontonagon. Hasn't taken over Post Office as yet.

Conductor Kurth laid off to help Conductor Bloomer and Dispatcher I. A. Friess fool the poor ducks around Sawyer Lake.

Lots of Green Book quoted these days—Business is almost as usual, except L-2 engines on Docks and soon on O. & B. Line. Such is life; G-4, G-7, C-1, C-5, L-2, Oh what a life.

Our sympathy is extended to the family of W. L. Chart, Operator at Chilton, who passed away on October 12th, 1925. Mr. Chart spent 31 years of his life on the Superior Division, and was a faithful employe.

Our friend Mr. John J. Jacobson, Carman, has just returned from a business trip up North, at Minocqua in behalf of the Road.

Peter Larcheid and his nine wonder baseball men made two trips to Channing in an effort to clean up that team, but all efforts were of no avail, as they lost both games, first one was 5 and 4 and second 4 and 3. Outstanding feature of the Green Bay side was Boots Merritt. He seemed to be the strong man of the team. Thos. Jonas of Channing is reported to have pitched a wonderful game and believe he will be called on to pitch the World Series next year. The alibi the Green Bay boys have is that they would have won the second game if it had not been for the Umpire.

Brakeman Ole Peterson has taken unto himself a wife. Congratulations Olé.

There seems to be an awful argument around the yard office relative to the World Series. Poor Nicholson is all alone fighting for Washington and the rest for Pittsburgh.

Jap DeLaurelle is building a new bungalow. Understand there will be one round of Radio parties now.

Mrs. John Hanahan we understand has undergone an operation. We hope that she will get along nicely.

One of the men at the shops in his rush to get home the other night fell off the Railroad Bridge and was nearly drowned when bridge Tender F. Jensen played the Hero act and fished him out with the pike pole. Result is no more crossing the Railroad Bridge.

Following boys have had their monthly hair cuts—H. K. Matthews, R. E. Zimmerman and J. C. Woodward. Jim also had his weekly shave. He looked very near like some of our Extra Gang laborers.

Conversation heard the other night—

John: Ray let me use your fountain pen.

Ray: Sure, here it is.

John: (After a few minutes of writing) This is an awful pen to have to write with.

Ray: Who in —— said you had to use that pen. You are like the fellow that borrowed a cigarette and then asked the fellow why he didn't buy the kind of cigarettes he smoked.

Result: Ray took his fountain pen away and John was out of luck.

Instead of John and Van having the regular monthly bout this month Ray and Jim had it. We were all glad that the desk was in between the two. After about a half hours argument each one did what they felt like. No decision reached as yet.

Engineers Redline and Scot are out hunting. Understand they have cleaned up the Bay of Ducks.

General Car Foreman Guy Abell has purchased a new Splitdorf Radio Set. Understand that Fred Krug is also going to buy one.

Fireman L. Dahnke has just returned from California. He reports a wonderful time and a wonderful country. Pretty cold to come back now.

Understand that Lud Hansen is going to spend the winter in Florida. What is the matter Lud, can't you stand the cold weather any more.

Engineer Gunn is laid up with a sore hand. Hope to see him around soon.

McClure has purchased a new Chevrolet.

Boilermaker John Kornowski was going down the street the other day and was telling all the boys about the shop where he saw a red "Coon." For all particulars ask John

Understand Labor Foreman Jasper Joachim is taking football lessons. By the looks of Red Ryan's shirt Jasper got the first down.

Brakeman Tom Sayles was called to protect the rear end of his train when it stopped near Fortune Lake. He was casually walking back and forth with red flag to do his duty. When about thirty car lengths back, the fence gave a great shriek and up jumped Mr. John E. Cow doing a great marathon toward Tom's red flag. It was Tom's turn to do his stuff and we understand that he just cleared the rear step of the sleeper, when the great monster rushed by. We contend that Tom should have observed Rule 99 by dropping the red flag and using hand signals without the use of flags.

We are so thankful the double end punch and shears arrived and is installed. All we want now is a new drill press and roller and you will never hear any more wants from the Boiler Shop Force.

Harold Odegard and his Chalmers Roadster keep the gravel road hot between Green Bay and Escanaba. He is also quite interested in diamonds.

Thelma and Clara are going to Chicago again. Be careful girls don't lose your purses or passes.

On Oct. 21st, Martha Wells and Joseph Kennedy, daughter of Boiler Foreman, Matt Kennedy, will be married at Milwaukee. We all wish Matt and Joe the best of good luck and happiness and hope all their troubles will be small ones.

Wm. Miller is a new edition to the Boilermakers force. Glad to see you with us Billy.

It will be nice now that the weather is getting cold and the C. M. & St. P. Woman's Club is getting action again. Good luck to them.

Putchy fell down and cut his lip and the Doctor plastered it up so he could not talk. Oh! we bet that was a relief to Marian.

Florence is back from her vacation and we are glad to see her smiling face again.

Red is lost without his car.



Stop!

JUST A MOMENT!

Stop and think of this when you want real high grade **Jewelry** at **right price.** I invite your personal inspection of my stock and a rigid investigation of my methods.

Should you wish to purchase a very fine **Diamond** allow me to compare quality and prices is I ask; I guarantee every Diamond I sell to be absolutely **perfect** or money refunded. Let me tell you about my high grade railroad watches and quote you prices.

C. M. & St. P. R. R. Watch Inspector

MILTON PENCE

High Grade Diamonds and Jewelry

Room 401 Heyworth Bldg.
29 E. Madison St., Chicago, Ill.

The World Comes To Your Window

Most Salesmen have to go out after their business. Your business comes right to you. Anyone who buys a railway ticket is a live "prospect" for A Travelers Accident Ticket; needs one, probably want one, and will buy one if given half a chance.

Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

Ticket Department

The TRAVELERS INSURANCE COMPANY

HARTFORD :-: CONNECTICUT

Tie Plates :: **Derailers**

Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

ILLINOIS—INDIANA

COALS

We are shippers of genuine Franklin County Coal, prepared in all sizes; also Clinton Ind., Fourth and Fifth Vein, Sullivan County Fifth and Sixth Vein and Green County Fourth Vein Coals—specially prepared for steam and domestic trade

WRITE FOR PRICES

ROSENGRANT COAL CO.
McCormick Bldg. Chicago, Illinois

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

D. C. SHOEMAKER COAL CO.

INCORPORATED FOR FUEL SERVICE

MINING and DISTRIBUTING BITUMINOUS COAL

HYMERA-PREMIER

Telephone Wabash 0076 743 McCormick Bldg.
CHICAGO

Sioux City & Dakota Division

H. B. Olsen

Who is foremost in winning friends for the railroad through passenger service? The engineer of course. If a passenger gets bumped and jolted every time the train stops and starts, he thinks that the brakes are defective and he tries another road for his return trip but—the "Milwaukee" runs its train service so that no passenger need feel such inconveniences. Engines of ample power are provided, kept in splendid condition for the engineer to start and stop smoothly. Our engineer's (especially S. C. & D.) are the type of men who can negotiate the curves on the road with almost the same smoothness that they can attain on a straight piece of track, because our local officials have made a special point of fixing speed limits which permit such operation.

Agent G. V. Kohls, Lesterville, attended the Legion Convention at Omaha and reports a wonderful time as is usual at such assemblys.

Condr. Fred Cunnings now wishes to broadcast the fact that he has secured all necessary parts to his "MOON" car and expects to enjoy the late fall in motoring before the snow flies.

Condr. Tom Biggs was off a few days being called to the death-bed of a relative.

Dan Cupid has again invaded our domain. Agent J. P. Mallory of Utica, S. D. was married on October 12th., being unable to learn the fortunate young ladys name at this time, we will expect a full report from Bro. Mallory after his honeymoon.

Agent C. McClanahan, Gayville has been granted a two months leave of absence and gone to the Black Hills with hopes of improving his health. Relieved by R. L. McNertney relief agent.

Clerk, H. Berke, Vermilion attended the Legion Convention at Omaha.

Miss Elsie Johnson, formerly employed in the Superintendent's office, is the Engineer's timekeeper in the absence of Clyde Dowing, who is on an extended leave of absence down in balmy Florida.

Section Foreman, R. Thompson of Ute, Ia. is doing considerable repairing to the section house—we wonder WHY?

S. Malone of Kenwood and Wm. Dougherty of Manilla spent a day or two attending the Interstate Fair at Sioux City.

Section Foreman at Luton, Ia. has been to Detroit, Mich. and also at Minneapolis attending the Maintenance of Way Conventions. Sid. Wight acted as foreman during Mr. Murphy's absence.

We see that Helen Flynn's old Ford is all dolled up. It is wonderful what a little paint will do.

Mr. Eugene Fraser our old veteran conductor has retired from active service and is now acting in the capacity of Station Master at Sioux City Passenger Station. Mr. Fraser's service date is May 1st 1882 and his service is unequaled.

"Oh, blest retirement; friend of life's decline—
Retreat from care that ever must be thine;
How blest is he who crowns, in shades like these,
A youth of labor with an age of ease."

—Goldsmith

Miss Gertrude Mahaney, Trainmaster's office clerk, returned from a weeks vacation at Lincoln, Omaha and other points in Nebraska.

Boost "OUR MILWAUKEE" line, secure freight and passengers, its the ONE road for service, comfort and safety.

Trainmaster L. F. Donald, has been spending considerable time at Canton and Sioux Falls getting the new No. 75-76 schedules worked out on account of heavy business. Mr. Donald's untiring efforts and long hours will surely win as has always been his policy.

Agent F. T. Purvis, Westfield, has taken a two months leave of absence being relieved by Relief Agent J. F. Harston.

After many hard fought debates R. E. Dove of the Engineers Dept. was finally given a vacation, then "R. E." had to spoil it all by taking the fatal plunge into matrimony. On Oct. 3rd, he and Miss Genevieve Smith of Sioux City, Ia. were married at the First Baptist Church. As usual, the "crowd" congregated at the depot to give the newly-weds the rice and "old-shoe" shower, but neither appeared at the station, so, they must have motored to points of interest (National bank 3%) Congratulations are in order, we had rice for supper and the cigars are forth-coming.

Messrs. H. B. Christianson, Ass't Engineer, B. O. Johnson Instrument man and R. E. Nichols, Chief Carpenter, have been "enjoying" themselves during the past couple of weeks, inspecting bridges on the division. It only rained 12 days out of the 14 they were out.

Agent D. E. Sullivan, Vermilion, accompanied the Coyote Football squad to Chicago on Oct. 1st. and witnessed the game between the Northwestern of Evanston and the University of S. Dak. "Sully" is a real football fan and passes none of the games up. He was relieved by Opr. "Bob" Thompson who in turn was relieved by Opr. Keener of Sioux City.

A series of "Special" trains were run to Chamberlain, S. D. from various points on "our" line to the opening of the new hi-way bridge recently completed which spans the old "Muddy." Thousands of people used the train service in preference to busses and autos.

The S. C. & D. Division can boast of one real Soldier of Fortune in the personage of James Robinson, employed as policeman under Captain McCauley, Sioux City. Jim when quite a lad, shipped from New Orleans to South Africa and was in the Boer War, later enlisted in Uncle Sam's Army seeing service in the Phillipines and the Boxer Rebellion in China, also on the border watching Mexicans. Was in Canada as a mounted Policeman when the World War broke out and went over with the Canadians in 1914 and was through the big scrap to the finish being over there over four years. Jim has all papers to prove these manovers.

Charles F. Vincent, one time Agent at Burbank, S. D. and relieving at Kingsburg, Ravania and other non-telegraphic points on the division, passed from this life on October 6th. at Vermilion, his home. Charlie was Agent for the American Ry. Express Co. at Vermilion until poor health forced him to give up active service. Mr. Vincent was sixty years old. We extend our sympathy to his family and relatives.

Our veteran Condr. Henry Conley together with Mrs. Conley have gone to Colorado where they will remain for some few weeks taking the "mud bath" treatment. Henry says this treatment once each year keeps him in excellent trim and will return feeling 25 years younger.

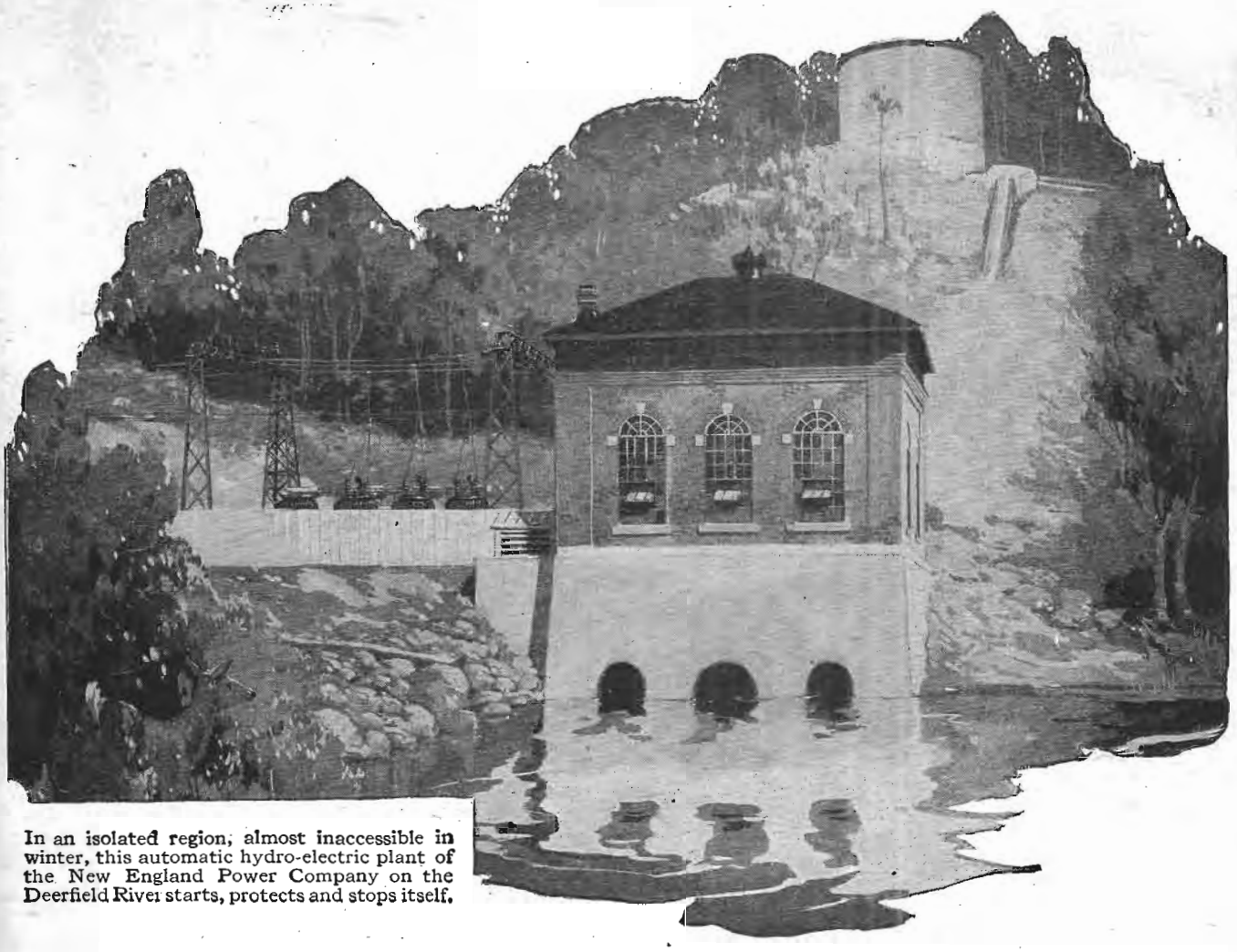
We welcome our old friend Condr. "Buck" Jenkins back on the Sioux Falls line, and that is not all, he brought with him, his favored passenger Brakeman, "Chet" Belnap from the Mitchell line.

Dear Little Railroaders
Just one thing we'll do—
We wish a fine, happy
Thanksgiving to you.

May you have many pies,
And turkeys so fat,
And puddings with raisins,
As big as your hat!

The "Milwaukee" provides for the tourist, the greatest bargain in Educational Sight-seeing to Puget Sound.

We wish you all a Happy Thanksgiving



In an isolated region, almost inaccessible in winter, this automatic hydro-electric plant of the New England Power Company on the Deerfield River starts, protects and stops itself.

These power plants almost *think*

Whether electric power is generated from water, coal or oil, there is automatic equipment that will do everything but think. General Electric Company has led in the development of this equipment and the experience of its engineers is at the service of everybody who wants to develop electric power.

Each Saturday afternoon, the demand for electric current diminishes. Immediately this plant, at the head of the stream, shuts down, and a storage reservoir begins to fill with water. On Monday morning, the plant starts itself and sends water down to all the others.

No human touch. Just G-E automatic control.

GENERAL ELECTRIC



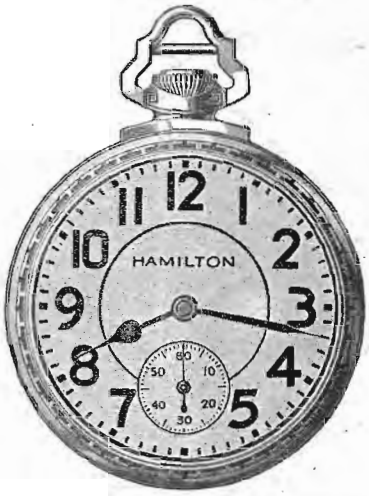
A Hamilton Times This New B. & O. Giant

THE new B. & O. 5500 is the world's largest passenger locomotive. They are using it to pull the "National Limited" with Engineer Rafter at the throttle. For the past fourteen years Engineer Rafter has been timing his trains with a Hamilton and he will tell you that he can always depend on his Hamilton for accurate time.

And that is what most men in railroad service will tell you. They have turned to the Hamilton because they know it is a watch that dependably renders accurate time service. That is what they expect when they purchase a Hamilton and that is exactly what they get.

Ask your jeweler to show you the new Hamilton Railroad Model here shown. This watch is a combination of the famous Hamilton 992 movement and a sturdily built case designed especially to withstand the rigours of railroad service. It can be had, fitted with the dial of your choice, ready to serve you with accurate time today, and a score of years hence.

Send for a copy of the "Hamilton Timebook" and a leaflet describing this new railroad model. We will send them to any railroad man for the asking.





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

Hamilton Watch
"The Railroad Timekeeper of America"