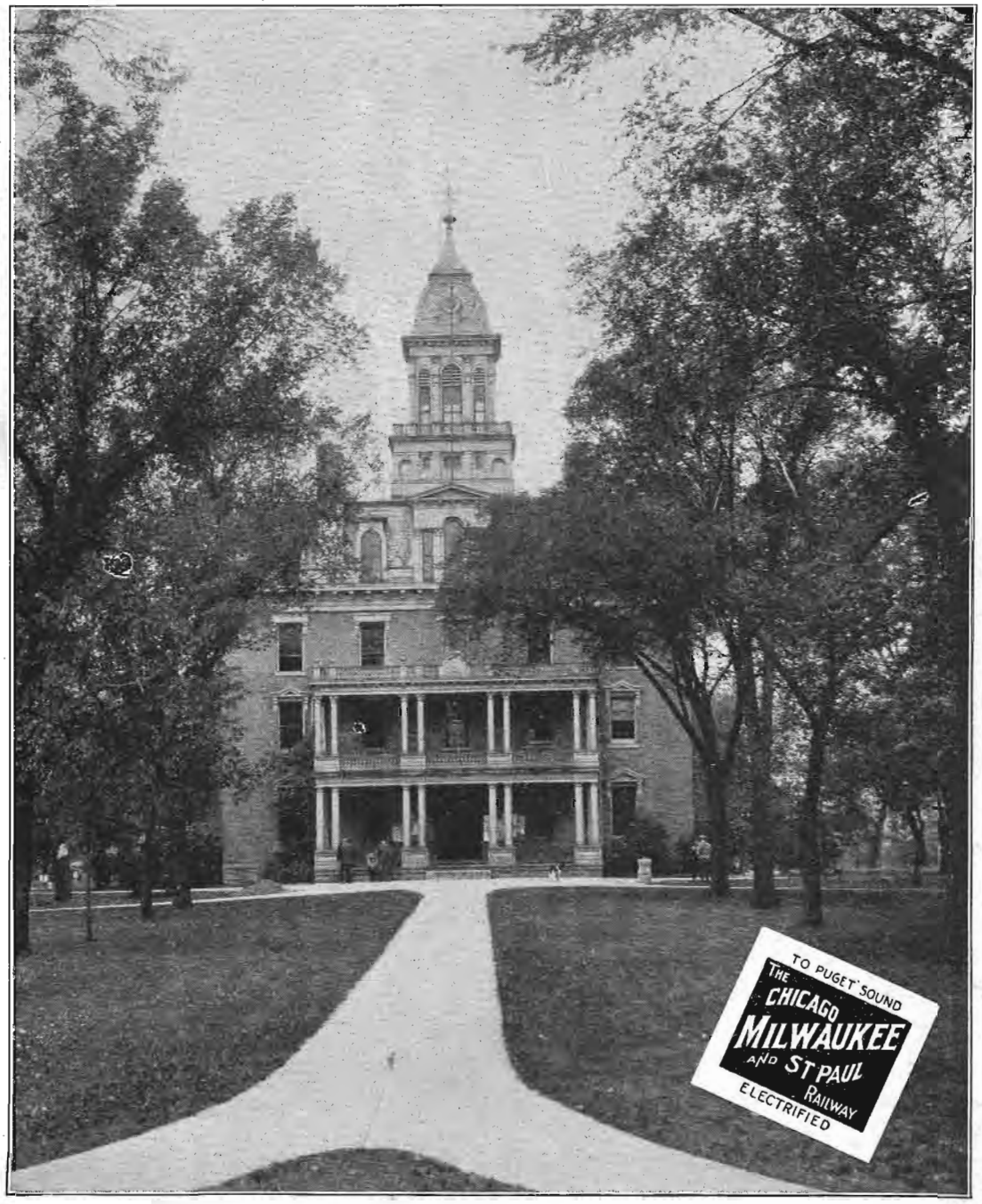
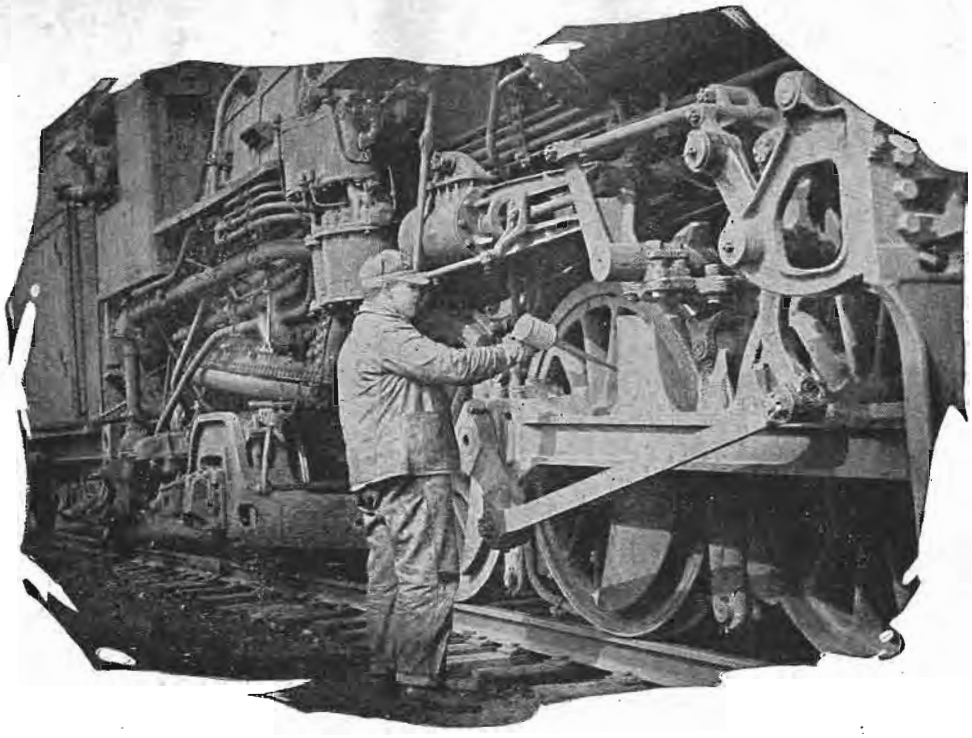
THE MILWAUKEE MAGAZINE



Beloit College Campus, Beloit, Wisc.

OCTOBER, 1925



Quantity Won't Do It

Protection of equipment and dependability of operation are asked of lubrication.

Even a flood of cheap oil will not give these results.

Only a thin film of oil separates the moving metal surfaces. If that film is of proper quality it resists the punishment of railroad service. If it fails, then hot boxes, scored brasses, and grief of all kind results.

Lubrication is therefore a matter not of quantity but of quality.

This quality is inherent in Galena lubricants. All Galena lubricants are built from the finest of crude oils. They cost more but they give assurance of protection to equipment and smoothness of operation.

GALENA-SIGNAL OIL CO.

Franklin, Pa.

New York **Chicago**

and offices in principal cities

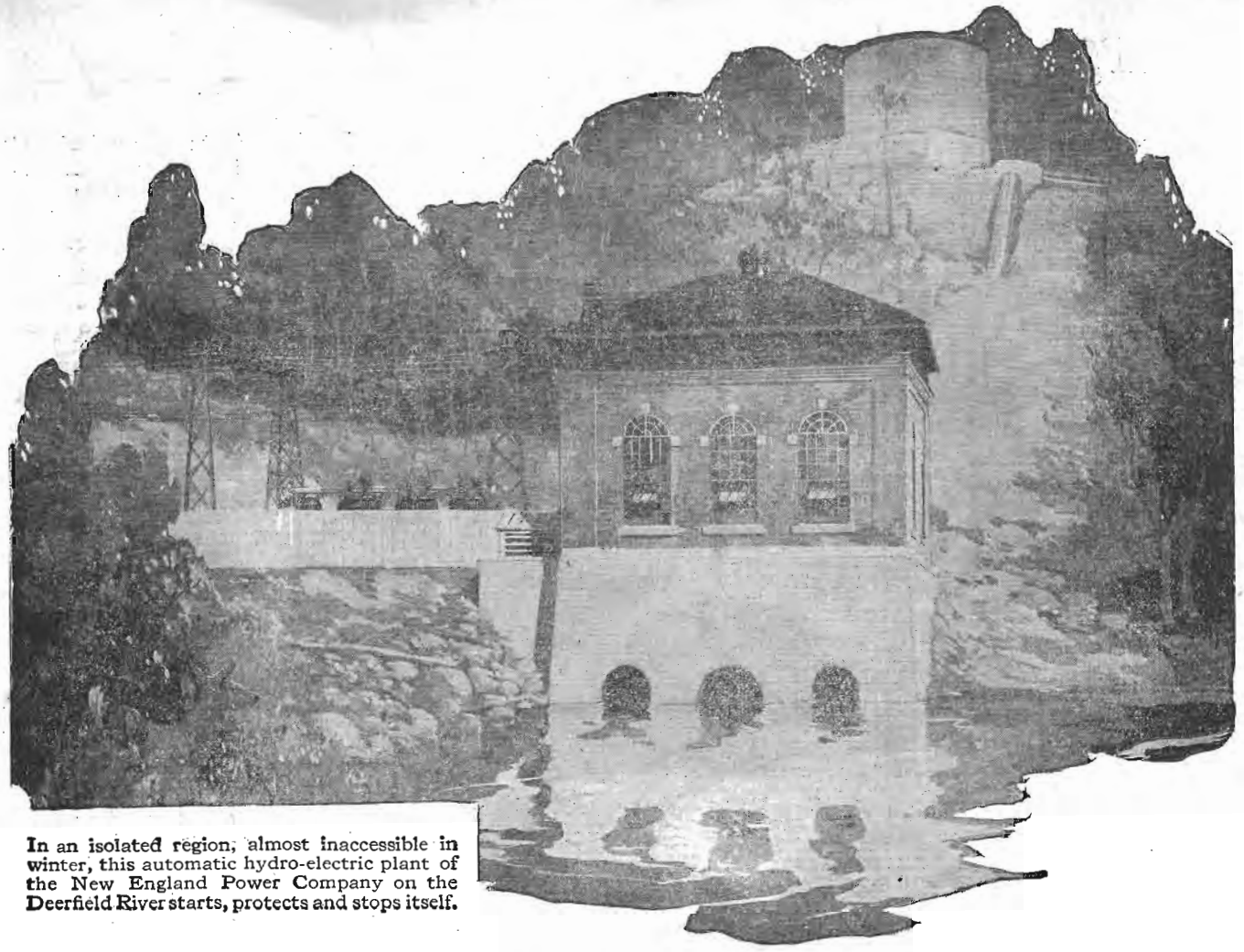
QUALITY · SERVICE · ECONOMY — G S — GALENA OILS

Galena-Signal Oil Company

New York • Franklin, Pa. • Chicago

• and offices in principal cities •

QUALITY · SERVICE · ECONOMY — G S — GALENA OILS



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*

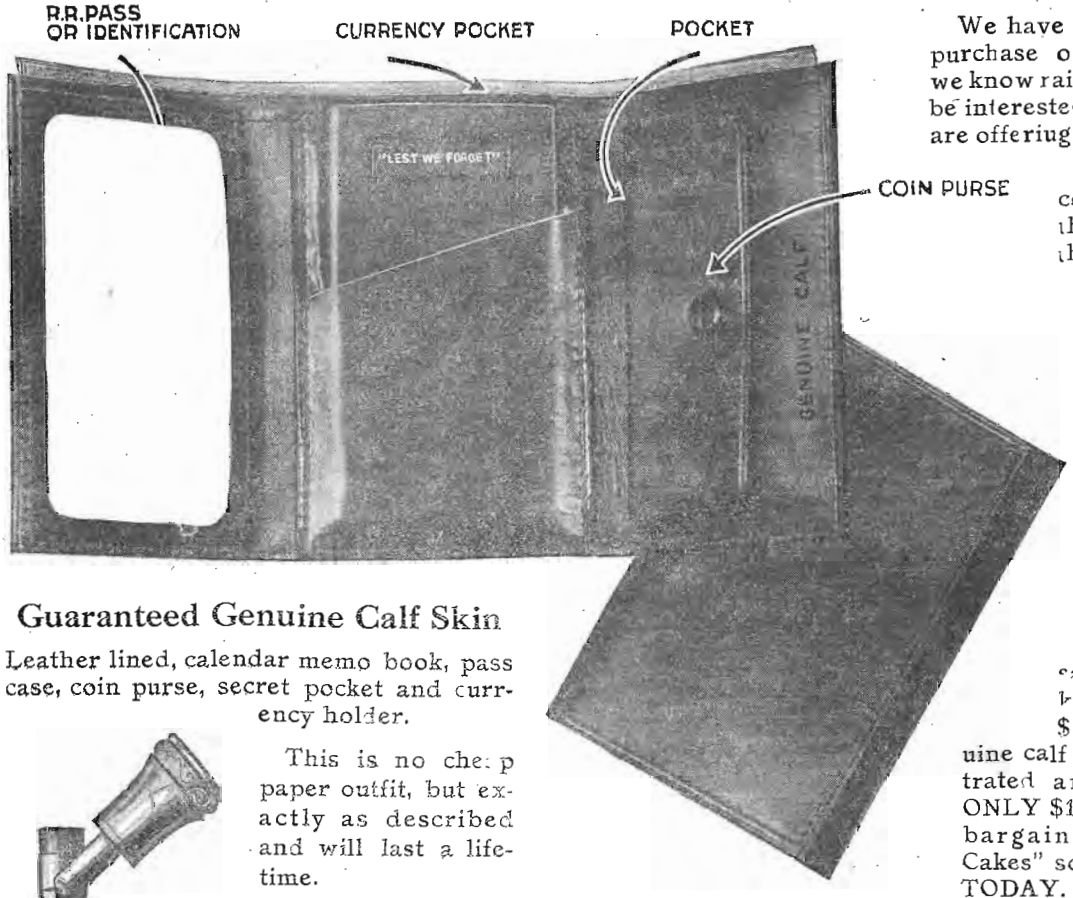
Each Saturday afternoon, the demand for electric current diminishes. Immediately this plant, at the head of the stream, shuts down, and a storage reservoir begins to fill with water. On Monday morning, the plant starts itself and sends water down to all the others.

No human touch. Just G-E automatic control.

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.

GENERAL ELECTRIC

Bargains for "MILWAUKEE" Employes



We have just made a fortunate purchase of some merchandise we know railroad employes would be interested in. This month we are offering you just a few of them.

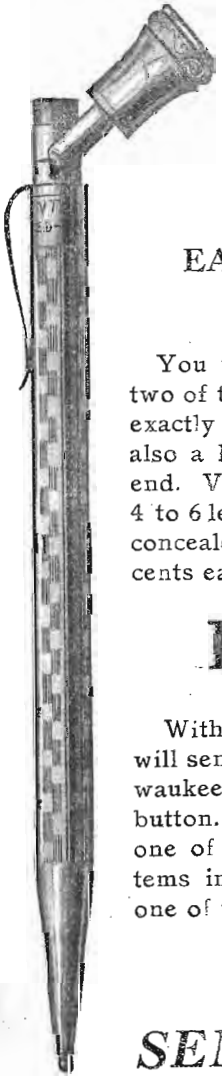
We are giving exceptional values on all these goods to move them quickly.

Our Prices Cannot Be Beaten

Guaranteed Genuine Calf Skin

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

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



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

EAGLE PENCILS

NICKLE FINISH

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

FIELDERS GLOVE

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



FREE

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

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53 N. Waiola Ave., La Grange, Ill.



Gentlemen:

Please send by return mail for which I am enclosing $1.00. You are to also send FREE of all cost emblem button of our Railroad as illustrated above.

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2 Pencils ☐
Fielders' Glove ☐

Name .....

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Check which item you want sent

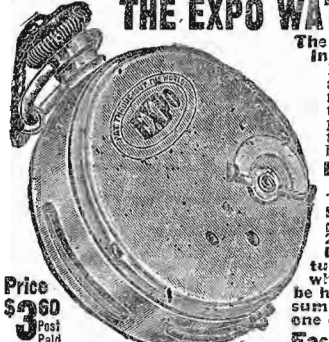
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THE EXPO WATCH CAMERA



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It is but little larger than a watch, which it closely resembles. You can carry the **Expo** about in your pocket and take pictures without any one being the wiser.

Price $3.60 Post Paid

Less Than 2 Cents a Picture

The Expo loads in daylight with 10 or 20 Exposure Films, costing 25c and 35c respectively, and thus the picture taking part of a whole day's outing may be had for a very nominal sum—Little more than one cent a picture.

Easy to Manipulate

It is simplicity itself to operate. Takes pictures through the stem, where the **Rapid Fire Lens** is located. The photos (5-8x7-8) may be enlarged to any size.

Operated as Quick as a Flash

Time and instantaneous shutters; weighs but 3 ounces; nickel plated. Endorsed by amateurs and professionals the world over. Thoroughly practical—printing and developing of films just the same as ordinary cameras—in daily use by the police, newspaper reporters, detectives, and the general public. Important beats have been secured with the Watch Camera by enterprising reporters. Produces clear, sharp negatives indoors or outdoors equal to any camera on the market, size or price notwithstanding. **Sold Under a Positive Guarantee.**



Expo Watch Camera **$3.60** Price Post Paid — FILMS, 10 Exposures 25c, 20 Exposures 35c — Leather Pocket Carrying Case, 35c

JOHNSON SMITH & CO., Dept. 443, Racine, Wis.

U.S. BABY TANK

25 Cents



It goes with real Yankee Pep—by its own power

Most remarkable Toy ever invented. By drawing the Tank backward, either with the hand or over the floor or table and then placing it down, it will crawl along, overcoming all obstacles, in the same lifelike manner as the larger Tank that proved so deadly in the great war. What makes it go is somewhat of a mystery, for there is no mechanism to wind up as is usually understood with mechanical toys, yet this tank will keep plodding along ten times longer than the ordinary run of toys. It will perform dozens of the most wonderful stunts: it will go backward or forward at will. 2½ inches long. **Price only 25 cents prepaid.**

ANARCHIST BOMBS



One of these glass vials dropped in a room full of people will cause more consternation than a limburger cheese. The smell entirely disappears in a short time. **10c a Box, 3 Boxes for 25c**

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The most confidential messages can be written with this ink, for the writing **MAKES NO MARK.** Cannot be seen unless you know the secret. Invaluable for many reasons. Keep your postcards and other private memorandums away from prying eyes. Great fun for playing practical jokes. **Only 15c Bottle**

MIDGET BIBLE

GREAT CURIOSITY



Smallest Bible in the world. Size of a postage stamp. **200 Pages.** Said to bring good luck to the owner. A genuine work of art. Must be seen to be appreciated. Make good money selling them to friends, church acquaintances, etc. PRICE **15c** each, **3** for **40c, 12** for **$1.35, 100** for **$7.50.** Also obtainable in Leather Binding, with gold edges. **Price 50c each, 3 for $1.25, $4.50 per doz. Magnifying Glass** for use with Midget Bible, **15c.**



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Everything about the **Ku Klux Klan** told in a clear, fearless manner. Book tells all—How it started and was suppressed in 1871—The New Ku Klux Klan—How organized—How members are enrolled—Oath of the Klan—**Questions for Candidates**—Creed—Objects of the Order—Obedience—Fidelity—Pledge of Loyalty—**Ku Klux Klan and the Masons**—The Jews—The Masons—Real K. of C. Oath—The Negro Ku Klux Klan, etc., etc. Latest and most complete book on the Klan published. **Price, 35c,** postpaid.



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Hold the MAGIC INDICATOR over a man's hand—instantly it moves in a straight line, backward and forward. Hold it over a woman's hand and it describes complete and continuous circles. The same action can be obtained over a letter written by a man or woman, etc. It is fascinating; baffling. We have never been able to figure out how it's done—but we've never seen it fail. Many new and entertaining tests may be performed with the Sex Indicator. For example, similar results can be obtained with animals, cats, dogs, rabbits, over birds, chickens, canaries, etc. Also used to predetermine the sex of chickens and birds, etc., in fact it is sold as a patented egg tester in Europe. **Price 25c, or 3 for 5c, postpaid.**

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Squirt Ring . 20c Trick Pencil	15c	250-shot Automatic Cap Pistol	15c
Rubber Tacks (a good joke)	10c	Surprise Matches, per box	10c
Mesmerized Penny	20c	Deck Marked Cards	$1.00
Cachoo! Sneezing Powder	10c	Everlasting Writing Pad	15c
Magic Plate Lifter	25c	Wire Puzzles, big asst. 10c., 3 for	25c
Imitation Gold Teeth . . . 3 for	5c	Shimmie Dancer, 15c. Soot Card	6c
Barking Dog (imitates dog bark)	20c	Fortune Telling Cards, per deck	25c
Exploding Cigarettes. Per Box	25c	3-Reel Moving Picture Machine	$3.00
26-piece Set Silvercid Tableware	$1.98	Air Plant, novel and decorative	25c

A DeLuxe Edition of our new 1925 CATALOG mailed on receipt of 25c. Handsome cloth binding. Only book of its kind. 420 pages of all the latest tricks in magic, the newest novelties, puzzles, games, sporting goods, interesting books, curiosities in seeds and plants, etc., unprocurable elsewhere.

STAGE MONEY



With a bunch of these bills, it is easy for each person of limited means to appear prosperous by flashing a roll of these bills at the proper time and peeling off a genuine bill or two from the outside of the roll, the effect created will be found to be all that can be desired. **Prices, postpaid: 40 Bills 20c, 125 for 50c, or $3.50 thousand postpaid.**

Wonderful X-Ray Tube



A wonderful little instrument producing optical illusions both surprising and startling. With it you can see what is apparently the bones of your fingers, the lead in a lead pencil, the interior opening in a pipe stem, and many other similar illusions. A mystery that no one has been able to satisfactorily explain. Price 10c, 3 for 25c, 1 dozen 75c. **Johnson Smith & Co.**



Good Luck Ring

Quaint and Novel Design

A VERY striking and uncommon ring. Silver finish, skull and crossbone design, with two brilliant, flashing gems sparkling out of the eyes. Sold by many to bring Good Luck to the wearer, hence its name, **Good Luck Ring.** Very unique ring that you will take a pride in wearing. **ONLY 25 CENTS.**

Exploding Cigarettes



JUST LIKE ORDINARY CIGARETTES, BUT SUCH REAL STARTLERS! The box contains ten genuine cigarettes of excellent quality. They appear so real, but when each cigarette is about one-third smoked, the victim gets a very great surprise as it goes off with a loud **BANG!** A great mirth provoker yet entirely harmless. **Price 25c per box.**

Popular Watch Charms

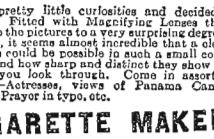


15c

ONLY 3 for 40c; $1.35 doz.

Very pretty little curiosities and decidedly novel. Fitted with Magnifying Lenses that enlarge the pictures to a very surprising degree; in fact, it seems almost incredible that a clear picture could be possible in such a small compass, and how sharp and distinct they show up when you look through. Come in assorted views—Actresses, views of Panama Canal, Lord's Prayer in type, etc.

CIGARETTE MAKER



Roll your own and save money. Makes them better and quicker besides saving more than half. Use your favorite brand of tobacco. Neat, useful and handy. Pocket size, weighs ½ oz. Made entirely of metal, nickel-plated. **Price 25c postpaid.**

MAGIC FLUTE

Wonderfully Sweet Toned and Musical



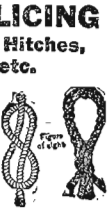
The Magic Flute, or Humanatone, is a unique and novel musical instrument that is played with nose and mouth combined. There is just a little knack in playing it which, when once acquired after a little practice will enable you to produce very sweet music that somewhat resembles a flute. There is no fingering, and once you have mastered it you can play all kinds of music with facility and ease. When played as an accompaniment to a piano or any other musical instrument, the effect is as charming as it is surprising.

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Useful Knots, Hitches, Splices, etc.

A most practical handbook giving complete and simple directions for making all the most useful knots, hitches, rigging, splices, etc. Over 100 illustrations. All about wire rope attachments, lashing, blocks, tackles, etc. 37 Heraldic Knots illustrated. Of great value to mechanics, riggers, campers, boatmen. **Price 20c ppd.**



BLANK CARTRIDGE PISTOL

Price $1.00 Postpaid



This well made and effective Pistol is modelled on the pattern of the latest type of Revolver, the appearance of which alone is enough to scare a burglar, whilst, when loaded, it will probably prove just as effective as a revolver with real bullets, without the danger to life. It takes the standard .22 Calibre Blank Cartridges, that are obtainable most everywhere. Even the most timid woman can use it with perfect safety and frighten a thief without risk to herself or anyone else. **A Great Protection Against Burglars, Tramps and Dogs.** You can have it lying about without the danger attached to other revolvers. We sell large numbers around the 4th of July. Well made of solid Metal. **PRICE ONLY $1.00** Postpaid. Blank Cartridges **22-cal., shipped by express only, 50c per 100. Johnson Smith & Co., Dept. 443, Racine, Wis.**

Sneezing Powder



Place a very small amount of this powder on the back of your hand and blow it into the air, and everyone in the room or theatre will begin to sneeze without knowing the reason why. It is most amusing to hear their remarks, as they never suspect the real source, but think they have caught it one from the other. Between the laughing and sneezing you yourself will be having the time of your life. For **parties, political meetings, car rides,** or any place at all where there is a gathering of people, it is the **greatest joke out. Price 10c or 3 for 25c**

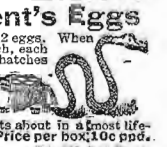
Mystic Skeleton

10c each, postpaid.

A jointed figure of a skeleton 14 in. in height, will dance to music and perform various gyrations and movements while the operator may be some distance from it.



Serpent's Eggs



Box contains 12 eggs. When lit with a match, each one gradually hatches itself into a snake several feet long, which curls and twists about in a most life-like manner. **Price per box, 10c ppd.**

BOYS! BOYS! BOYS!

THROW YOUR VOICE



Into a trunk, under the bed or anywhere. Lots of fun fooling the teacher, policeman or friends.



THE VENTRILO

a little instrument, fits in the mouth out of sight, used with above for Bird Calls, etc. Anyone can use it.

Never Fails. A 32-page book on ventriloquism, and the Ventrilo, ALL FOR 10c postpaid.



ITCHING POWDER

This is another good practical joke; the intense discomfiture of your victims to everyone but themselves is thoroughly enjoyable. All that is necessary to start the ball rolling is to deposit a little of the powder on a person's hand and the powder can be relied upon to do the rest. The result is a vigorous scratch, then some more scratch, and still some more.

10c box, **3** boxes for **25c** or **75c** per doz boxes postpaid.

DANCING BEAUTIES



Get a Kinemetograph and see the picture move. France's latest sensation. A great surprise. Is worth twice what they cost. Are made of solid brass highly nickeled and very durable. Satisfactory, or your money back. Price..... **50c**

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for patching Crazy Quilts, Sofa Cushions, Head Rests, Pin Pads, etc. Large pieces, all colors and shades. Sure to delight you.

For 25 Cents stamps or coin we send a large package and book of quilt designs. 1 pound makes a lovely large quilt. Price, 75c postpaid. Our silk is the best.

LOOK 35¢ Look



Wonderful Instrument. Greatest thing yet. Nine separate articles in one. Everybody delighted with it. Odd, curious and interesting. Lots of pleasure as well as very useful. It is a double Microscope for examining the wonders of nature. It is also an Opera Glass, a Stereoscope, a Burning Lens, a Reading Glass, a Telescope, a Compass, a Pocket Mirror, and a Laryngoscope—for examining eye, ear, nose and throat. It is worth all the cost to locate even one painful cinder in the eye. Folds flat and fits the pocket. Something great—you need one. Don't miss it. Sent by mail, postpaid. **Price, only 35c or 3 for $1.00** postpaid.

RESURRECTION PLANT



One of the most wonderful plants known. Possesses the strange power of turning in a few minutes from an apparently lifeless, dry herb to a BEAUTIFUL LIVING FERN-LIKE PLANT of a dark green color. Simply place the plant in saucer of water, it will open up and start to grow in 20 minutes. When taken out it will dry up and go to sleep until placed in water again. Fine house plant—summer or winter. **10 cents each or 3 for 25c,** postpaid.



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Milwaukee ⋈ Wisconsin

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money deposited in a savings account doubles itself.

Do not let your money lie idle in your home or in your pocket.

Give the money you work for a chance to work for you.

Open a savings account today in Milwaukee's largest bank.

First Wisconsin National Bank
Milwaukee

Capital and Surplus Ten Million Dollars

THE MILWAUKEE MAGAZINE

Volume XIII OCTOBER, 1925 No. 7

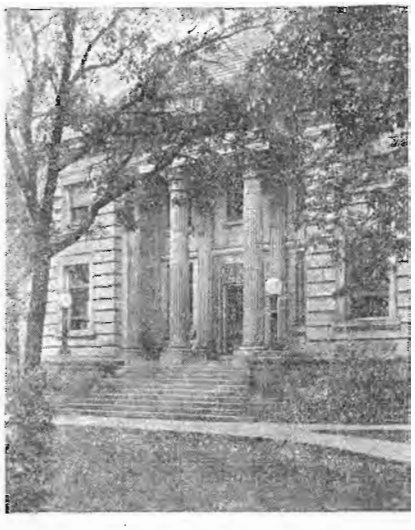
Beloit Wisconsin--College Town and Factory Town

Because of a background related to the highest and best traditions of our country's early American life and principle, the Rock River districts of southern Wisconsin have that subtle quality that every community, as it grows in thought, strives for, and hopes to acquire, and which we term "atmospere." An atmosphere growing out of the hopes, aspirations and thrift of the Pilgrim Fathers permeates the old city of Beloit, Wisconsin. It typifies the very urge of their lives,—the Fear of God, industry, the love of learning, and strength of purpose.

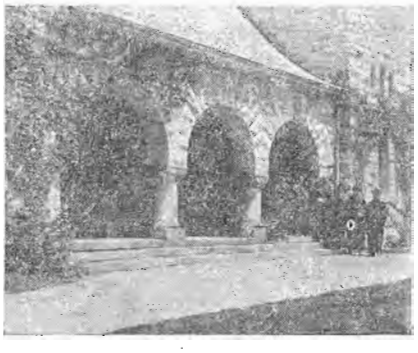
As you come into Beloit on the R. & S. W. Division of the Milwaukee railroad, you say,—"ah, a fine manufacturing town." Factory chimneys point up the sky-line and the hum of industry is in the air. You taxi up the crowded down-town streets to a fine hotel and the thought continues,—"Beloit is an industrial center and its shops and public buildings are the outgrowth of the demands of big business." Then you set forth to see the city. You drive up on the hills and through the broad shaded avenues where Beloit lives; you turn in to the drive that leads across the College Campus, and you at once are conscious of the presence of the old-time traditions and the purpose of those founders of the city who came over the hills from New England and crossed the prairie lands to find a habitation on the banks of the beautiful meandering Rock River.

That was nearly a hundred years ago. Prior to 1833, this region was the home of the Winnebago Indian tribe, and while those Nomads of the prairies wandered pretty well over the country to north and west, at the close of the famous Black Hawk War, the first white settlers found the Winnebagoes living peacefully along the banks of the Rock River where now stands the city of Beloit. Back of that time however, in pre-historic ages, this land was occupied by those mysterious mound-builders who lived and passed into oblivion leaving only the strange mounds and their curious contents, that dot the country at intervals from Ohio to the far confines of the Mississippi Valley. All about Beloit are evidences of the presence of this race of humans whose history is a closed book and whose identity is now beyond the range of human knowledge.

Before the trek of the Pilgrims from New England to the Rock River lands, there were white visitors among the Winnebagoes, such as trappers and explorers, and the first white settler was a French Canadian trader who married a couple or more of native women and lived peacefully among his adopted people for many years; white soldiers also came here during the Black Hawk campaigns, among these it is recorded, being Private Abraham Lincoln. However, the real history of Beloit as a community begins with the coming of the sturdy pioneers from New England, led by one Caleb Blodgett, a native of Randolph, Vt. He first broke ground for a log cabin on the banks of Turtle Creek, and in 1837, Beloit's first industry was set up by him, it being a sawmill. So, gradually, came a real New England community, creating "a New England village like the one from which it sprang; and new homes like those they had left in the old home."



The College Library

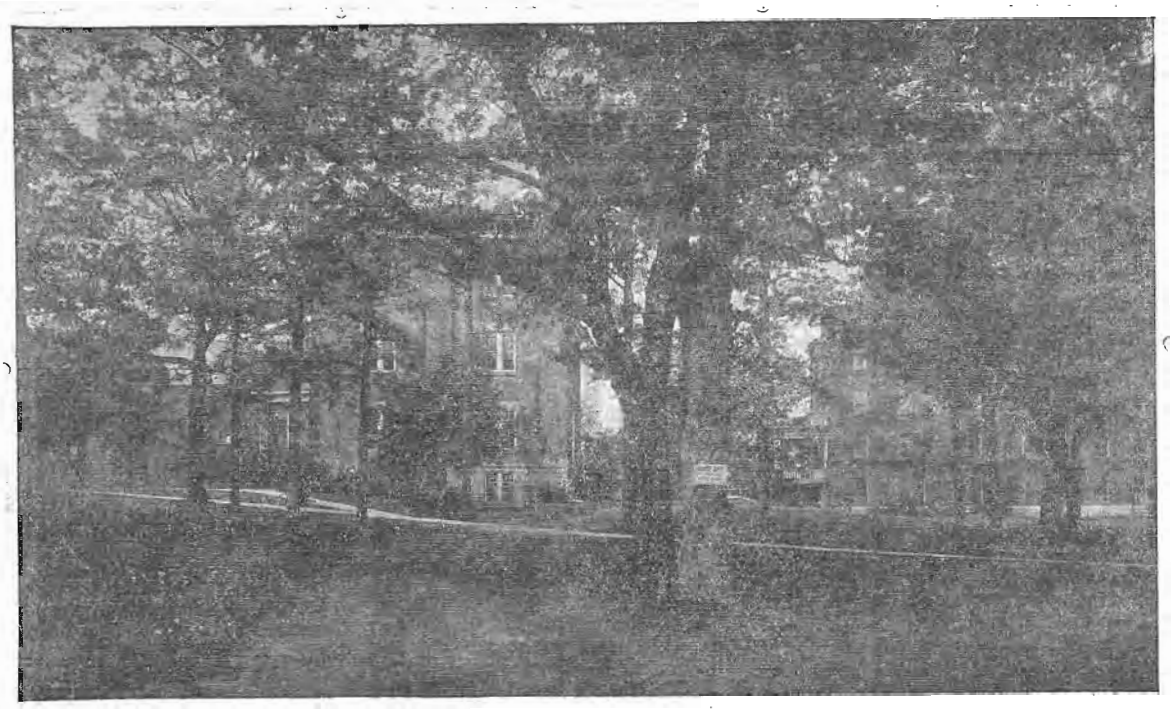


The Chapel Entrance

In 1856, the Racine & Mississippi R. R. graded into Beloit, and so the transportation line that was first to give service to the infant city was the line which is now the Racine & Southwestern Division of the Milwaukee System, and the first buildings erected there stood on ground now owned and occupied by this company's buildings, near the passenger station. The village of Beloit was incorporated in 1845 and its evolution into a city was completed in 1856.

During the physical growth of the community, there was not forgotten its ethical needs, for ever the urge of the sons and daughters of the granite-ribbed hills and forest-mantled slopes of old New England has been the quest of knowledge, and so it came about the year after Beloit became a village unit, that the zealous founders of the town took the courage of their convictions in hand, and without much money, but with plenty of hope and faith they set about the founding of a college that should exemplify their high ideals and meet the educational needs of the new region in the Northwest Territory. The cornerstone of the first college building now called Middle College was laid in 1846 and the first freshman class began work in the fall of the following year. Its first class of three men was graduated in 1847. With those sons of the "Land of the Pilgrims' Pride" the cherished idea was a higher Christian education, which, to them, was the stepping stone to the higher life toward which all New England from earliest times has always set its face. The founders of the College, therefore, were of the orthodox beliefs and their creeds were the Presbyterian and Congregationalist; but gradually it has drawn away from specific creeds and has come to represent a non-sectarian, but a fundamentally Christian influence. It is co-educational women having been admitted to college classes in 1895.

The College Campus is located on high bluffs, overlooking Rock River. In addition to the old Middle College building, which is pictured on the cover of this number of The Magazine, there is North College, erected in 1854; the Art Hall, in 1858 and was first built for use as the College Chapel; Memorial Hall erected in 1869 in memory of the graduates and students who served in the Civil War; Smith Observatory, erected in 1881; Scoville Hall, erected in 1889; Pearsons Hall of Science, erected in 1892 and the new Chapel Building, erected in 1892; the Carnegie Library, erected in 1904; the Smith Gymnasium, erected in 1895, and the various student dormitories to the north of the main campus. In addition is a large athletic field. The Campus is embowered in stately old trees, with avenues and walks



On the College Campus

going off into the vistas that open out from the college buildings. On the broad avenues that surround the campus are the homes of Beloit's "four hundred" plus. Beautiful homes, they are, most of them pridefully betraying their colonial and early American background; and one wanders along past their handsome facades content to think himself back under the elms of Cambridge, or in the umbrageous shades that shelter New Haven's stately mansions. The effect and influence of the college is widespread, in such an atmosphere is good living for mind and body.

Foregoing is the picture of Beloit-on-the-hills, with its classic campus, its shaded streets, its halls of learning and beautiful homes. Back down hill now, to the busy highways of commerce, the factories and industrial life. Beloit has a population of 22,000 and some of the most important and interesting industries of the country. The River winds through the heart of the city, providing many lovely vistas and glimpses of silvery waters and verdant shores, that are a rest to the eye and mind in the midst of the active pursuits of a thriving community.

Beloit's largest and most important industry is the great plant of Fairbanks Morse & Company, employing over 3000 people, and covering 104 acres of ground, with 1,100,000 square feet of floor space under cover. The Beloit Works of this giant industry are spread along the bank of Rock River, which at this point is wide and from here, too, the view is far reaching.

This plant is the largest of the Fairbanks Morse seven factories, and the kind and variety of their product is expressed in a little foreword issued by the company itself, which states that "the products of Fairbanks Morse & Company can be found in nearly every corner of the earth. Were you to journey to the Northland, you would find in a lee of rocks off Saunders Island Greenland, the vessel 'Bowdoin' of McMillan's polar expidition, propelled by a 60 horse power engine built by Fairbanks, Morse & Co. at Beloit. Were you to visit the Southland, you would discover plying in and around the sunny isles of Hawaii, the vessel 'Mahoe,' said to be the largest Diesel powered tow-boat in the world, operated by two 360 horse power C-O engines manufactured by Fairbanks Morse & Company at Beloit." Their factory is served by the tracks of the C. M. & St. P.—C. & N. W. Joint Industrial System. The next industry in point of size and number of people employed is the P. B. Yates Machine Company, manufacturers of wood-working machinery. This plant is said to be the largest of its kind in the world, and they employ 1200 people. They are located on the Joint Industrial System.

Others are the Beloit Iron Works, on the Joint System, makers of paper mill machinery and employing 500 people. C. H. Besley, on the Joint System, makers of grinding machinery, discs, etc and employing 150 people. Beloit Box Board Factory on Joint System, employing 65. Gardner Machine Company, on Joint Tracks, grinding machinery, discs, etc., employ 75. R. J. Dowd Knife Works, on Joint Tracks; makers of machine knives;

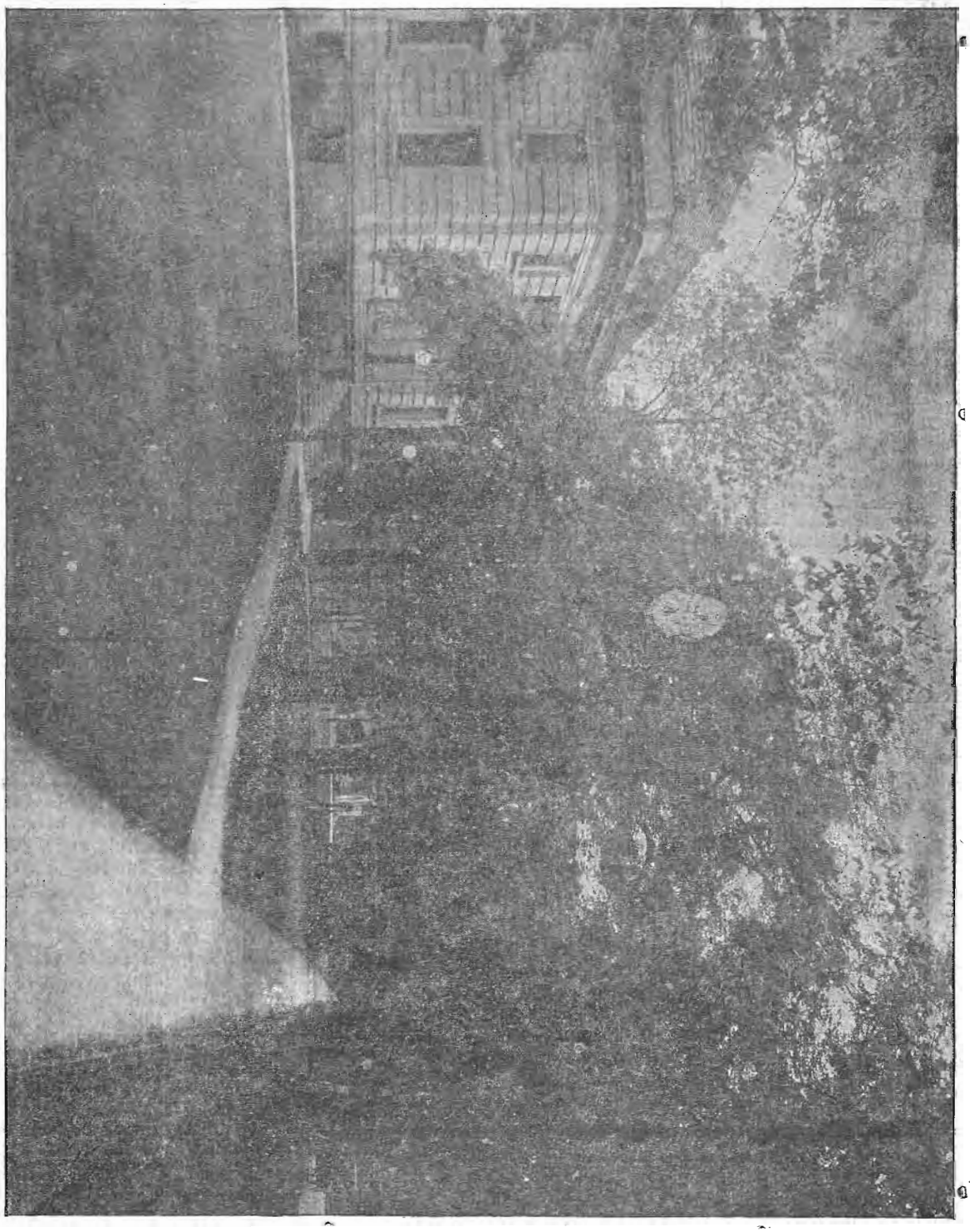


High School

number employed, 67. Beloit Water, Gas & Electric Company on C. & N. W. tracks with reciprocal switching rate; number employed, 125. Wanner Malleable Casting Co., on Joint Tracks



A Fraternity House, Beloit College

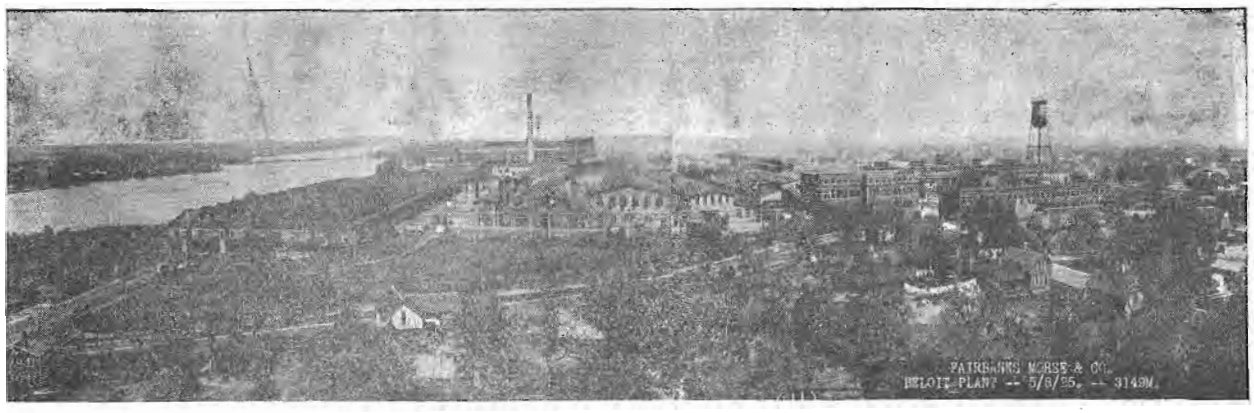


Looking North Across The Campus

number employed, 175. Beloit Foundry Company, on Joint Industrial System, employing 75. Warner Trailer Company, on Joint Tracks, employing 50 Racine Knitting Company, on Joint Tracks, manufacturing hosiery and employing 200. Freeman Shoe Mfg. Co., old plant located on C. & N. W. with switching attachment; new plant on C. M. & St. P. with switching arrangement; number employed, 450. Consumers Company, located on C. M. & St. P with switching arrangement, employing 25 people. Beloit Sand & Gravel Company, located on C. M. & St. P. at Riton, Wis., employing ten men. Davis Sand & Gravel Company, on C. & N. W. with switching arrangement, employing 28 men. Badger Tool Company, machine tools, employing 35. Hendley & Whittemore, Iron Working Machinery, employing 50 people. Illinois-Wisconsin Concrete Pipe & Tile Company, employing 25. Beloit Concrete Stone Company, employing 10 men.

For these principal industries and the great number of people employed, the city of Beloit provides the most approved living conditions and educational facilities. Its public schools are the pride of the municipality, and none finer exist anywhere. There is a complete Carnegie Public Library, many churches, places of amusement, public parks, golf and country clubs and roads for motoring that lead into the splendid agricultural country surrounding the city. It is said that when the early white settlers came into this sector of the Rock River Valley, they found beauty and abundance sufficient to convince them that it was the site of the original Garden of Eden; and they may not have been so far wrong at that. The splendid rolling hills tufted with woodland and checkered with colorful green and gold that mark the fecundity of the soil may well have suggested to the Pilgrims the Land of Plenty, provided for the abode of the first human family of Holy Writ.

Beloit is located on the very borderland of southern Wisconsin, Illinois State line disputing sway with the Badger



The Fairbanks-Morse Plant at Beloit

State right down in the railroad yards of the Milwaukee Road, and from the platform of The Milwaukee's passenger station, you may look across into the other commonwealth. If a man has transgressed the laws of either one of the states, he seeks sanctuary "over the border" providing his heels are lighter than those of the "minions of the law" who give him chase.

And it has another claim to distinction, not by any means its least,—it is the home of the Racine & Southwestern Division. Here, Superintendent F. E. Devlin and his corps of assistants administer the affairs of the Division and keep the wheels a-moving over the oldest piece of railroad in southern Wisconsin, but still hale and hearty and going strong. The number of Milwaukee employes living in Beloit is 240; and as an indication of the importance of this lovely city to The Milwaukee Railway, it may be said by way of conclusion that the total station earnings at Beloit, for the year 1924, were approximately one million and a half dollars; and for the first eight months of this present year, one million, one hundred and sixty one thousand, three hundred and twenty six dollars.



The C. M. & St. P. 1925 Base Ball Team, Beloit



C. M. & St. P. Passenger Station, Beloit

Too Expensive

A farmer came to town to insert an obituary notice.

"How much do you charge?' he asked.

"A dollar an inch," was the reply.

"Heavens! He was six feet tall!"

Sandy and his lass had been sitting together about half an hour in silence.

"Maggie," he said at length, "wasna I here on the Sawbeth nicht?"

"Aye, Sandy, I daur say you were."

"An' wasna I here on Monday nicht?"

"Ayse, so ye were."

"An' I was here on Tuesday nicht, an' Wednesday nicht, an' Thursday nicht, an' Friday nicht?"

"Aye, I'm thinkin' that's so."

"An' this is Saturday nicht, an' I'm here again?"

"Well, I'm sure ye're very welcome."

Sandy (desparately): "Maggie, woman! D'ye no begin to suspect something?"—L. C.

Why An Engine Is Called She

They wear jackets with yokes, pins, hangers, straps, shields, and stays. They have aprons—also a lap. They not only have shoes but have pumps and hose and drag trains behind them sometimes.

They also have cars (engineers) they are quicter at times than others; they frequently pop off it and run away. They surmount great obstacles and stand up under heavy strains, but sometimes jump the track at the slightest thing, and last but not least they can run any man down if he doesn't get out of the way.

(S)L. E. Collins,
Yard Engineman, Pennsylvania Railroad.

Practical Fuel Economy

By WILL DRAKE

Part II

This paper is not intended to be a treatise on locomotive design, but a few facts regarding design may well be given as appertaining to fuel economy and tending to make clearer some points that will be discussed later on. A knowledge of theoretical structure also offers a means of determining the heat losses that occur through the defects of such structure, and the fireman may more cheerfully assume the peculiar difficulties of his position if he understands the designer's problems, and knows that that person did the best he could. The difficulty in designing a locomotive boiler and fire box, that will be as efficient as a stationary plant is the limitation of space. On account of gauge of tracks, clearances, necessity of maintaining a proper center of gravity, and the cost of transporting any more than minimum amount of material, (all of which requires power to move it),the locomotive designer must make his steam generating plant as small as possible. Size is no indication of the power of a boiler, but there is an economical rating for each size beyond which the efficiency drops. It is in forcing that the waste occurs.

When a boiler is referred to as being one of such or such a horse-power the expression does not mean what it implies For convenience in estimating, designers and manufacturers have established a system of purely arbitrary ratings. Boilers are ordinarily rated, commercially, on a basis of 10 square feet of heating surface per horse power, but this rating establishes nothing at to limiting the the amount of steam that this heating surface will produce. The performance is truly expressed by the weight of water that can be evaporated per square foot of heating surface or per pound of fuel burned in a given length of time. Of course this varies with the kind of fuel and the manner in which it is burned, as well as the local conditions under which the boiler operates but experiments have proved that maximum economy under average conditions can be obtained by limiting evaporation to 3.5 lbs of water from and at 212, Fahrenhait per square foot of heating surface per hour.

The temperature of 212° is given, because that is the temperature at which water boils at atmospheric pressure. When the pressure rises as it does in a boiler the boiling temperature also rises and more coal is required to evaporate a given amount of water. -Thirty four and a half pounds of water evaporated at atmospheric pressure represents an expenditure of 33479 B. T. U. or one horse power equivalent, and as ten square feet of heating surface are necessary to evaporate this amount of water at the economical rate given above, that area has become the accepted unit of measurement in computing boiler power, and is the origin of the manufacturers rating previously explained. A 200 H. P. boiler would therefore be one that had a total heating surface of 2000 square feet, but as stated this is purely an arbitrary figure, and has come into general use merely because it is convenient to have some standard of measurement. As a matter of practical operation the horse-power is really limited only by the amount of water that can be evaporated, which means that the quantity of the fuel that can be burned on the grate is the governing factor. The designer of the locomotive takes advantage of this law to combat his space limitations and generates the required amount of power with relatively small heating surface and grate area by increasing the rate of combustion. In locomotive practice a boiler horse-power has been developed with two square feet of heating surface, and an average evaporation of 24 lbs. of water per hour per square foot of heating surface has been maintained for continuous periods. Such an extreme high rate of evaporation, however, can only be obtained at great loss of efficiency, which is the reason why a locomotive makes such a poor showing as compared to a stationary boiler which has no restrictions on size or weight. With the locomotive it is a matter of adopting the lesser of two evils—high fuel cost or relatively higher operating expenses. The maximum thermal efficiency for fuel consumption would mean a reduction in train tonnage that would more than offset the saving in coal by adding a greater amount to other costs. These would consist principally in an increase expenditure for more rolling stock. In general practice therefore economy in fuel is necessarily sacrificed to obtain greater economy through heavier train loads. The following table shows the reduction in efficiency due to high rates of combustion.

Pounds of coal per square foot of grate surface per hour	12	40	80	120	160	200
Per cent of efficiency of the boiler	80	75	67	59	51	43

American locomotives are the most powerful in the world for their size, but the English are the most efficient. The average rate of combustion in America is 120 lbs. of coal per square foot of grate surface per hour. In English practice it is 40 lbs.

The term efficiency is here used to mean the proportion between the available heat in the coal and that used by the engine. In proof of the statement that the efficiency varied with the rate at which the coal burned, the University of Illinois conducted a test with a consolidation locomotive, loaned by the Illinois Central Ry. Co. The locomotive was mounted on friction wheels in a specially built laboratory. After a number of tests conducted at different speeds and with different loads, it was found that the maximum efficiency, 67.61 per cent, was obtained in a test with a rate of combustion of 67.3 lbs. of coal per square foot of grate per hour, which was almost the lowest rate of combustion occurring during all the tests. The lowest efficiency, 38.77 per cent, was obtained at the time the engine was burning the greatest weight of coal, or 224.5 lbs. per square foot of grate per hour.

The Old Water Wheel Pumping Plant at Mazomanie, Wisc.

Neal Gregory, Chief Carpenter Madison Div.

As every railway employee is interested in various economies effected on their respective Divisions, I thought perhaps it might be of general interest to mention a small item (and it is the small items that count in the aggregate) in reference to economies effected on the Madison Division—formerly known as the Prairie du Chien Division.

The matter we have in mind is in connection with our water supply plant located at Mazomanie, Wis.,—one of our small junction terminals.

This water supply plant has been in constant service for a great number of years, having been installed in the year 1857. It consists of the following very simple arrangements: a brick masonry pump house with a stone masonry basement. In this basement there is installed an ordinary wind mill pump, but instead of operating this pump with a wind mill, there is installed a very simple home-made old style over-shoot water wheel. This water wheel is operated by a stream of water flowing over it, which stream of water is coveyed to the wheel through a ten inch tile pipe line from a nearby mill pond by gravity pressure.

The water flowing over the wheel causes the wheel to revolve continuously; the water wheel is connected to the windmill pump by an ordinary wooden walking beam. This simple arrangement comprises the pumping plant.

When the water plant was installed, the water was conveyed down from the mill pond to the water wheel through a wooden box and the bulkhead at the mill pond was constructed of timber, but when we erected the new water tank in the year 1906, the old wooden box was replaced with the tile pipe line and the timber bulkhead at the mill pond was replaced with concrete. This is practically all of the repairs that have been made to this outfit since it was first installed back in the year 1857.

The maximum amount of water required per day at this station is about 50,000 gallons. There is no charge for the water taken from the mill pond; the same water which operates the water wheel, is also the source from which we secure our water supply, as the water, after flowing over the water wheel, is pumped up into the water tank. Thus it can readily be seen what a wonderfully economical plant this is. This outfit runs continually day and night, year in and year out with scarcely any attention

We have a temporary steam pumping outfit set up in the pump house for use in case of emergency, but we have been called upon to use this temporary outfit only a few times within the last few years, and then only on account of the fact that the mill dam was damaged by high water, making it necessary for us to use the steam pumping outfit to pump the water out of the creek.

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.

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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.

In the Heart of Norway

On September 12th, our Chief Executive, Mr. H. E. Byram, with his family returned from a vacation trip through the Fjord country of Norway and Sweden. During their absence occurred the annual meeting of the Veteran Employes Association. Keenly regretting the absence of "the Chief," who is always a welcome guest at their meetings, the Vets, on August 25th, sent Mr. Byram the following cable: "H. E. Byram, Severtsen's Hotel, Sandene, Norway. "Greetings to yourself and family from fifteen hundred loyal employes assembled at banquet table, Milwaukee; and wishes for a pleasant journey and safe return." (Signed) Charles W. Mitchell. To which Mr. Byram replied by roadiogram: "Appreciate Veteran's message and thought of us. Having fine trip. Anxious to be home with you again." (Signed) H. E. Byram.

After Mr. Byram's return, he told of his great pleasure at receiving the message from Mr. Mitchell on behalf of the Veterans and his deep appreciation of their remembrance. He also told of the little far-away Severtsen's Hotel at Sandene, Norway, where the message reached him, and he said that the proprietor of the pleasant little hostelry had for a number of years lived in America, having been a resident of Webster City, So. Dakota. Mr. Byram said that he felt he was almost home, himself, when Mr. Severtsen told him of having lived in a town on The Milwaukee, and of his knowledge and regard for the railroad that had served the town of his adoption in America. It's a little world, after all.

Another pleasant episode of their visit to Norway was their meeting "Pastor" Ring, whose daughter is Mrs. W. F. Ingraham, wife of Assistant Superintendent of Chicago terminals. Mr. Ring, who is a clergyman of the Methodist church lives in Oslo, and was able to show Mr. Byram's party many courtesies and be their guide to many interesting places; which added much to their enjoyment of the delightful old city.

Navy Day, October 27th

Navy Day has been observed on October 27th in years past, and the date has been deemed appropriate because it is the anniversary of the beginning of the Navy of the United States. On October 27th, 1775, a Special Committee presented to the Continental Congress a bill providing for the construction of the first ships of the Navy. It is, furthermore, the anniversary of the birth of the late President Roosevelt, so much of whose life was connected with the advancement of a sound naval policy for the United States of America.

Navy Day is a comparatively new annual event, and it may be well to outline the purpose of such a Day. Its purpose is primarily to diffuse knowledge of what the U. S. Navy is, of what it does and of its high traditions and honorable accomplishments, all in order that the people of this country may intelligently judge of their need for a Navy.

The Navy is our first line of defense. It is, moreover, an important factor in the protection of our commerce and our foreign policies and is, therefore, a guaranty of our national prosperity and international relations.

The celebration of Navy Day has proved an effective means of broadcasting knowledge of this important arm of our service, and the Navy League of America earnestly solicits the co-operation of all citizens to make this Day a real event in the annals of our country.

A Grade Crossing Law

The State of Minnesota, during the session of its last legislature passed a Grade-Crossing Law, providing among other things, that certain grade crossings with railroads shall be designated as "Stop Crossings" and in furtherance of the operation of this Law, the Railroad Commissioners of Minnesota have addressed a letter which has been made the subject of a circular letter by General Manager J. T. Gillick to all General Superintendents, which is here subjoined. The letter reads:

"At a conference soon after the passage of the law, rules were agreed upon for the designation of "Stop Crossings" outside of municipalities, but it was found difficult to lay down any rules for the designation of "Stop Crossings" in cities, villages and towns because of varying conditions. The Commission must therefore rely on the co-operation of the municipal authorities in selecting these crossings and bring about a safer condition for travel and the reduction of the terrible toll of lives which grade crossings are now taking constantly. Inspections so far indicate that practically every town in the state has more crossings than are actually necessary. These crossings have grown up as a result of former conditions where hauling by team made it desirable for many crossings in order to shorten distances. With the development of motor trucks many of these crossings can be dispensed with as the additional travel necessary to reach another and safer crossing is but a matter of a few minutes."

"You can assist in this work by making a survey of your grade crossings at once and report to the Commission, the ones you think should be designated as "Stop Crossings" and by eliminating those which are not absolutely necessary for the transaction of business. Where several crossings parallel each other possibly every other one can be closed and the remainder protected by "Stop" signs."

A state-wide campaign is being conducted in Minnesota to which the co-operation of all railroads and of smaller towns and cities has already been pledged. The program of the Railroad Commission proposes closing scores of railroad crossings within the limit of small communities, which crossings it is felt are not needed in these days of rapid motor transportation; protection of remaining crossings by a standardized system of complete and modern signs and signals; designation of heavy traffic intersections as "Stop Crossings," with all vehicles required to come to a full stop before moving onto the railroad right of way.

Please see that publicity is given to the above with a view that similar laws and action be taken in other states through which this railroad operates.

It is desirable that wide publicity be given this act of the Minnesota law-makers, in order that other states may take similar action toward reducing the grade-crossing accidents. In movements of this kind, railway employes can be of incalculable assistance toward broadcasting and supporting measures of safety to motorists, as well as to railway trains, railway crews and railway patrons.

James Wilson

Mr. James Wilson, Division Engineer, passed away at his home in Seattle, Monday evening, August 17th. Funeral services were held Friday afternoon August 21st with interment at Lakeview Cemetery.

Mr. Wilson began his Engineering work in 1875 as Transitman and Resident Engineer for the C. B. & Q. Lines, west of the Missouri River.

His first connection with the Milwaukee Railroad was as Transitman and Resident Engineer from 1886 to 1888, during the construction of the extension to Kansas City. In 1905 he again entered the Milwaukee service. One of his records show that on June 24th of that year he reported to Mr. Whittemore at Chicago and made arrangements for a reconoissance trip west of the Missouri River. On this trip, which began at Forsyth, Montana, he was accompanied by Mr. Hugh Spencer, who later was Superintendent of the Musselshell Division. They traversed the country east of Forsyth and reached Evarts, S. D. on August 16th; Mr. Spencer leaving Mr. Wilson remaining to examine the river crossing and to make exploration of the Grand River Valley. During the month of September further explorations were made in the vicinity of Miles City and on October 8th he arrived at Palouse, Washington, for an examination of the country in that vicinity. November 7th, found him at Yakima. He arrived in Seattle on November 10th, 1905 and from then on until completion of construction was in charge as Division Engineer of preliminary and location surveys and of construction of Lines West of the summit of the Cascade Mountains, including the terminals at Seattle and Tacoma.

After the completion of the main line in 1909, Mr. Wilson with headquarters at Seattle, had a large part in directing the supervision of surveys and construction of branch lines and general main line work.

Mr. Wilson was a kindly man with the highest ideals. He had the respect of his superiors and the love of his subordinates and took a particular interest in young men starting out in life and had always their proper guidance, welfare and advancement at heart. He was a leader in his profession and numerous lines of railroads stand as a monument to his ability as a Locator and Constructor. He played a large part in the railroad development of the Northwestern country.

He is survived by his widow,, Mrs. Anna B. Wilson, a son James Wilson, formerly employed by the Milwaukee and now with the Anaconda Copper Mining Co. in Chile, a daughter Marjorie Wilson Valle of Sacramento, California, and three brothers Frank and Harry of Newton, Iowa, and Rodney of Merril, Wisconsin.

New Work in Progress, or Completed This Summer

New Work in Progress, or Completed This Summer on Our Railroad

Twin City Terminals:—A mechanical coaling station of 275-ton storage capacity, with sand storage of 12 tons; a 100′ continuous turntable; 24-stall round house; machine shop; blacksmith shop, hot-water boiler-washing plant; and power house are under construction in conjunction with the new St. Paul Yard.

River Division:— Installing automatic train-control system between Bridge Switch and Hastings, for experimental purposes.

Relaying 6 miles of No. 90 Rail between Newport and Langdon.

S. M. Division:—Pile Trestle, Q-224, located about one mile west of Isinours, Minn., consisting of 25-16 ft. spans, total length 394 ft., over highway and Mulvihill Creek, to be replaced with one 30 ft. steel span, with 22 ft. "I" Beam span approaches; balance to be filled. Filling has been completed and steel work will be erected in September.

Pile Trestle, No. Q-260, located about 1½ miles east of Grand Meadow, consisting of six spans, to be replaced with a three-span concrete slab bridge on two concrete piers; balance to be filled. Work well under way and will be completed in September.

New coaling station constructed at Mankato.

I. & D. Division:—Stock Yards at Scenic, Stamford, Okaton, Interior, Bellevidere, and Kadoka, S. D., on the Black Hills Line, being improved and enlarged to accomodate growing volume of stock shipments.

H. & D. Division:—Installed protection work to prevent further sliding on embankment at Andover.

Aberdeen Division:—Laid 8 miles 85 lb. Rail—Ipswich to Roscoe—Constructing water station at Craven.

Milwaukee Terminals:—Relaid considerable 90 lb. and 100 lb. Rail and reballasted Main Line Tracks in vicinity of station.

C. & M. Division:—Laying 8.5 miles 90 lb. Rail, Bardwell to Avalon. About 60% completed.

New 20′x40′ frame depot constructed at Long Lake, Ill.

Ballast to be renewed between Edgebrook and Glenview and between Stowell and Lake.

Relaying 11.7 miles of 100 lb. Rail between Sturtevant and Caledonia.

Relaying 5 miles 100 lb. Rail between Wadsworth and Russell.

Northern Division:—New overhead highway bridge constructed at Germantown.

Number of timber bridges replaced with concrete bridges and concrete pipe culverts.

4.5 miles 90 lb. Rail to be relaid between Iron Ridge and Rubicon.

3 miles 85 lb. Rail laid at Nekoosa and Nekoosa Jct.

Authority has been obtained for new 40 ft. 100 ton track scale at Oshkosh, Wis. The new scale will replace an old 34 ft., 60 ton scale that is small and inadequate.

LaCrosse Division:—Renewing ballast between Hartland and Okauchee and between Ixonia and Oconomowoc.

Relaying 18.2 miles 90 lb. Rail between Ixonia and Watertown Jct.

Construction of steel and timber overhead highway bridge at Crossing of State Trunk Highway No. 12,, known as Bridge C-268½, has been started. Work will probably be completed the latter part of August or first part of September.

Several timber bridges replaced with concrete pipe culverts.

Madison Division:—Laying 5 miles 90 lb. Rail between Anderson and Milton Jct.

R. & S. W. Division:—Relaid small amount second hand 90 lb. Rail in the vicinity of Latham Park.

Superior Division:—Relaid 5.7 miles 90 lb. Rail between Kelso and Balsam.

Laying 17.9 miles 90 lb. Rail between Balsam and Park Siding.

Laying 8.7 miles 90 lb. Rail between North Milwaukee and Thiensville.

Wisconsin Valley Division:—Authority has been obtained for new 42 ft.,150-ton track scale at Wausau, Wis. New scale will replace an old 34 ft., 60 ton scale that is small and inadequate.

Chicago Terminals:—Constructing new water-treating plant at South Hump, Bensenville, which it is estimated will be completed by Sept. 15, 1925. Its working capacity will be 12,000 gallons per hour.

Tracks joint with Pennsylvania System being elevated between Ashland Ave. and May St., in connection with new Ogden Ave. extension.

Laid 3 miles of new 100 lb. Rail on C. & M. Main Line in the vicinity of Pacific Jct.

Illinois Division:— Ballast being renewed between Davis Jct. and Leaf River. 14.6 miles of 100 lb. Rail being relaid between Genoa and New Hampshire. About 75% complete.

Dubuque Division:—Laying of 15.7 miles of 100 lb. Rail between Bellevue and Green Island about completed.

103′ Howe Truss Bridge near Freeburg, Minn., has been replaced with two 60 ft. girder spans.

S. C. & D. Division:—New 16x24′ depot constructed at Janousek. New overhead highway bridge constructed at Vermillion, S. D. New depot completed at Vermillion, S. D. Numerous timber bridges replaced by concrete pipe, culverts, and embankments. Work of rebuilding 15 stalls of the roundhouse at Sioux City, Ia., destroyed by fire on Aug. 4, is progressing rapidly. There is a large force of men on the job, and it is expected that the building will be completed and ready for use by Oct. 1.

Des Moines Division:—Constructing new highway undercrossing at Arnold's Park.

Kansas City Division:—5 miles 90 lb. Rail laid at Chula, Newton, and Sewal.

Iowa Division:—Relaying ten miles 90 lb. Rail and ballasting at various points on the division.

Terre Haute Division:—Renewing ballast between Springfield and Jasonville and between Myron and State Line.

Laying 9 miles 100 lb. Rail—Johanott to Starr.

C. M. & G. Line:—Work has been started on the filling of 53 spans on west end of Bridge No. 250, and renewing balance in kind. Bridge is generally known as the Peotone Trestle, and is a pile and frame trestle, consisting of 67 spans. 71,500 cu. yds. of dirt will be required.

Experimental test of chemical weed destroyer being made over Main Lines of the Illinois, C. & M., and LaCrosse Divisions.

Trans-Missouri Division:—Between Bowman and Haynes we are relaying about 51 track miles of new 90 lb. steel in place of the old 85lb. rail. The steel is now all laid from Haynes to Scranton which leaves only about 10 miles yet to be placed between Scranton and Bowman. Also the work of relaying 30 track miles of steel between McIntosh and Thunderhawk is now complete with the exception of installing tie plates.

At Selfridge, a new depot 20ft.x60ft. in size, being constructed under AFE 13934 to take the place of an old carbody formerly used for this purpose and the building is now practically comp.eted.

Musselshell: — On the Musselshell Division a number of improvements have recently been made to our water supply. The drilling of a soft water well at Carterville 254ft. deep has just been completed and the new supply will be ready for use as soon as pumping facilities and tank can be installed. This well, it is expected, will enable us later on to do away with the present supply at Thurlow. At Antwerp,, we are also at work on the drilling of another soft water well to be 400ft. deep and the erection of other facilities such as pump house, tank, pumping machinery, etc. After this supply is completed, the use of the plant at Forsyth will be discontinued. These two new wells will give us a good supply of soft water to replace water of inferior quality at Thurlow and Forsyth and will also give us a much better distribution of water stations on this division.

At Miles City, three new wells have also been drilled recently in order to provide a better water supply for the Shops.

Idaho Division:—During June , 45 timber culverts under the track were replaced with concrete pipe of various sizes.. If these culverts were put end to end, they would make a pipe line over one-half mile long and their total area is 183 sq. ft. or equivalent to a round pipe with a diameter of 18 ft. Assuming these culverts ran full of water with a current of 10 ft. per second, which is a fair average, they would carry over 1,000,000,000 gallons of water in twenty-four hours or enough water to supply a city of 8,000,000 people.

Coast Division:— The work of renewing the 150 ft. Howe Truss span in bridge WH-52, near Mays, Washington on the Willapa Harbor Line, is nearing completion.

The business handled by water between Seattle , and Bellingham and Olympic Divisions has increased recently to such an extent that it has been found necessary to add another 12-car barge to the floating equipment and authority has just been received and contract let for a new timber barge of the latest de-

sign. The dimensions of the barge are 210ft.x43ft.x12ft..

In connection with certain water front improvements now being made by the City of Tacoma, arrangements have recently been made and authority secured for the filling in of the pile trestle about two miles long supporting our Front Street Line which serves various timber mills and other industries along the Tacoma water front. Our share of this work will involve an expenditure of approximately $70,000.

Rocky Mountain Division:—The work of removing rock slide near the west end of Tunnel No. 8 which was caused by earthquake on June 27th, is now nearing completion and it is expected that the main line will be ready for use in about ten days. In the meantime all traffic has been handled on a temporary shoo-fly built around the tunnel.

Idaho Division:—A new telegraph circuit between Rosalia, Plummer Junction and Spokane has just been completed and will facilitate the handling of our business. This circuit will also take the place of one formerly rented from the Pacific Telephone Company.

System:—That the use of motor driven farm machinery is increasing very rapidly is evidenced by the many applications being received for gasoline and oil unloading and storage stations along our line, particularly in the agricultural sections. Since the first of the year we have received applications for 28 such stations and most of these are either completed or under construction. A recent check of the situation shows that we now have on Lines West over 150 privately owned gasoline and oil storage stations along our line belonging to 50 or more different oil companies.

A new water station has been installed at Craven, S. D., the water being only 8 grains hard and this station taking the place of the one formerly maintained at Ipswish where the water was very hard.

The station at Craven consists of a well 1400 ft. deep from which water flows over night to fill a concrete reservoir in the ground, from which the water is pumped next morning to the tank. Then the reservoir is filled again from the well with the aid of an air lift, and this again pumped to the tank.

At Aberdeen, S. D., motor and air compressor have been installed to deliver the water from 7 west wells into a concrete reservoir in the ground from which it is pumped to the track tanks. The west wells deliver 300 gallons per minute and during the present heavy run of traffic the wells must be worked continuously to keep the tanks supplied for locomotive purposes.

At Ashton, S. D. a flowing soft-water well has been drilled which, for the present, keeps the tanks full of water without the use of the pump.

The only approved new work of any great importance this month is the additional power plant facilities at Bensenville, Ill.

The work consists of enlarging present power house and installing 6 new horizontal return-tube boilers rated at 150 horse-power each. Also a new radial brick or concrete chimney—size about 8' x 150'.

Plans are now being made, and it is expected that the work will be started in the near future and every effort will be made to have it completed before extreme cold weather sets in.

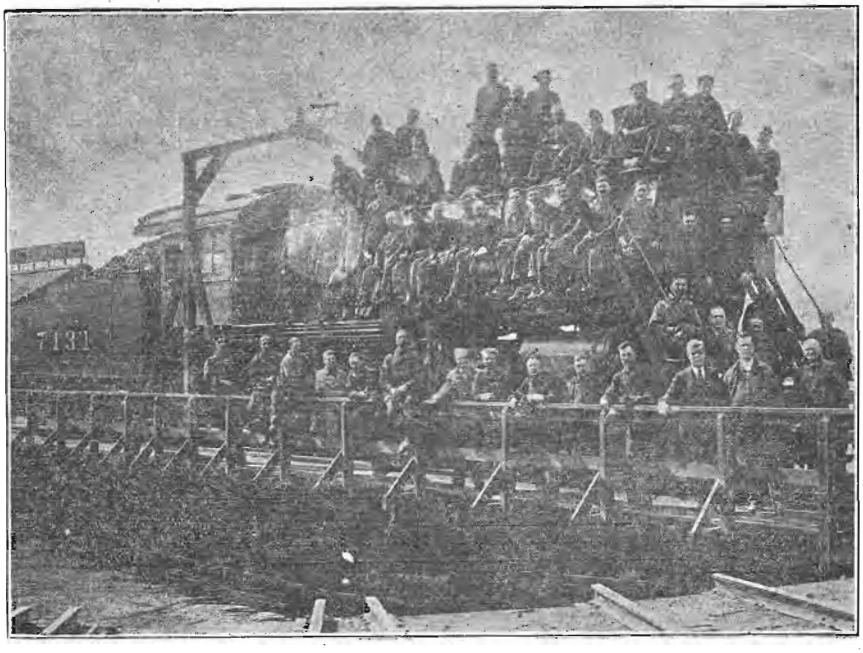
VETERAN EMPLOYES' ASSOCIATION

REPORT OF THE TREASURER

Covering Period from August 25th, 1924, to August 20, 1925

August 25th, 1924, Balance, as per report dated 8-25-24

Cash in bank and on hand		$ 995.39	
Investments in Bonds		5,500.00	
			$ 6,495.39
RECEIPTS			
Initiation Fees		$ 503.00	
Dues		4,218.00	
Annual Meeting 1924		1,060.00	
Association Emblems Sold	$ 10.00		
Overpayments of Dues, etc.	19.55		
Miscellaneous Receipts	.40		
H. W. Griggs, Milwaukee Employes M. Ben. Ass'n.	36.08		
Milwaukee Employes Pension Ass'n.—Amounts included in remittances of Dues, belonging to M. E. Pens. Ass'n.	203.75		
		269.78	
1926 Dues paid in advance		16.00	
Investments sold	$2,000.00		
Premium on above	37.20		
Interest on above	40.38		
		2,077.58	
Interest on Investments		63.75	
Total Receipts			8,208.11
			14,703.50
DISBURSEMENTS			
Annual Meeting 1924 Expenses		$3,408.79	
Refunds of Overpayments		29.55	
Printing and Stationery		331.23	
Postage		55.82	
Association Emblems		986.00	
Bank Exchange, etc.		37.75	
Milwaukee Employes Pension Ass'n.—Collections turnover		203.75	
Donations authorized by Executive Committee		100.00	
Executive Committee Meeting Expense		5.20	
2 Drawers for File Cabinet		12.00	
Investments Purchased	$2,000.00		
Accrued Interest paid on above	9.62		
		2,009.62	
Floral Tribute—Grant Williams' Funeral		15.00	
Secretary's Salary		600.00	
Clerical Hire		200.00	
Total Disbursements			7,994.71
Balance as of August 20th, 1925			$ 6,708.79
NOTE: Balance consists of following:			
Village of Manganese Waterworks Bonds Nos. 1 and 2		$2,000.00	
U. S. Liberty Bonds Nos. 00812461-62-63		1,500.00	
University Court Apt. Bonds Nos. 64—67		2,000.00	
Total Investments		5,500.00	
Cash in State Bank of Chicago		901.09	
Cash on hand		307.70	
			$6,708.79



Roundhouse Force, Coburg, Mo.

So They Say

Teacher—"Who can tell me what a postoffice is?"

Johnny—"A place where a Scotchman fills his fountain pen."—Puppet.

The Meaning of Effective Car Department Service

Extracts from a paper read by Mr. L. K. Sillcox, General Supt. Motive Power at Car Foreman's Convention

Service, such as is implied in the title of this address, is dependent upon an organization, properly selected, adequately directed and constantly followed up. The elements involved are both human and material.

There seems to be a great deal of pressure brought to bear from certain sections for even larger management units than we now have, there are those who urge more extensive railway grouping, those who feel that all the freight cars in the country should be constructed operated and maintained by one single organization; and quite a number of other propositions similar in purpose, which are brought to attention from time to time. It is important in every circumstance where judgment must be passed to seek fundamental facts and principals. The aim should be, in any event, to preserve the personal equation, and if large management groups can be so skillfully conducted as to meet this need, much of possible danger is avoided. Again, attention is directed to the thought that in any endeavor where individual initiative is lacking or conditions make the exercise of it unimportant, we are sure to travel in a negative direction. Competition is a necessity either in business or for an healthy sense of personal merit.

The one great thing that keeps the railroad service of our country to the present standard it has attained, even though some properties are not able to operate on a paying basis, is the element of attainment,, still the public reaps the benefit. There is a fact to be reckoned with in our daily life as railroad men which cannot be expressed in dollars and cents. It is given freely, wholeheartedly and constantly—an ever living pride in the operation of the railroad we may be privileged to serve.

Car Design

It is necessary to adapt the question of car design to service (regardless of territory) with the object of having equipment which will give a maximum of return with a minimum of delay because of not being in proper condition. The question of car design is ever progressing in that there is a rather constant advance in the methods of operation as well as universal and interchangeable use, which must keep pace with the design of equipment. For the past fifteen years there has been a considerable increase in the size and tractive effort of locomotives in order to meet the demand for larger individual trains, and thus reduce the unit cost of train and engine crew expense per ton mile. This has brought about a demand for freight equipment which will meet the changing conditions so that there has been a very marked enlargement in thought regarding the matter of strengthening parts especially in the body bracing, underframing, draft members, etc. In common with other carriers,, our experience shows that these conditions generally develop into a demand for a plan of work or a program of improvements to freight cars such as will cause the major portion of ownership to be universally acceptable as to strength requirements and protect the owning road in current maintenance expense.

For this purpose an analysis of the equipment owned with a view to determining that which has not been giving the proper service or which could not be brought up to operating demands is imperative and can usually be divided into:

First—those cars built in recent years which are of such design as to practically meet present conditions with maximum service.

Second—those cars which have been built prior to the operating change referred to, but which could not be dismantled consistently, because of age, general design and capacity and, therefore, which can be made subject to a special improvement program on the basis of a study of physical characteristics.

Third—those cars which because of age, capacity, design and condition are not considered fit to be improved and, therefore, can be run until worn out and then dismantled.

The second item was found to embrace from 25 to 35 percent of the total equipment in our case, and was affected by the policy of the company for some twenty years previous, as to the rate of turnover in acquiring new and retiring old equipment.

Improvement Program

It can be said in general where there has been a steady and accurate retirement program with an acquisition factor designed to offset the same, that it forms one of the easiest methods of overcoming obsolescense in design, but where retirements have been deferred with consequent lack of new equipment acquired, the problem of overcoming obsolescence or the inherent design of equipment which does not permit of maximum service, is one involving large proportions and a great deal of expense when a change in policy is forced by reason of expanding service demands. Such a condition usually required years to overcome. It is necessary to analyze each series of cars and determine what improvement or changes are required to make them fit for maximum service, then to work out a bill of material and labor schedule for each, and determine the total cost. As a matter of convenience this plan is easily followed if each class of car is given a schedule number, the schedule representing the bill of material and amount of work to be done.

A program of this kind involves a selection of car shops best adapted to each kind of work with a corresponding organization of forces, stock of material, shop facilities, etc. The location of shops in the vicinity of loading stations is a factor of importance with respect to the economy of transportation. Considerable supervision of such work is required to see that material is at hand to keep forces fully employed and that the work is done as prescribed and the output is at the proper rate.

It is possible to set up a definate output based on a specific number of men alloted for the work at each point and then keep a definate record of the work done so that the status of same may be known at all times.

In any such plan there is of course, a great deal of heavy work to be done in the nature of repairs in kind and in many cases it can be determined by estimates before the work is done, whether or not it will constitute rebuilding as prescribed by an accounting method or will be considered as heavy repairs with certain charges to capital account for improvements. This is merely another expression of the fact that obsolescence is overcome to the degree that equipment when reinforced to meet present day strength requirements is accounted for in the books as new, and the expected life cycle will be relatively extended.

Freight car repairs, if carried on so as to give maximum car service at a minimum cost usually result in dividing the work into two groups, that is, the repairs which must be made at certain frequent intervals to overcome wear of certain parts and repairs which are naturally accumulated until the heavy repair cycle is at hand. All carriers renew, by force of circumstances,, such items as wheels, axles, brake shoes, brasses, air-hose, couplers,, etc, in their proper cycle between heavy repairs to the entire car. This is a natural sequence, if, maximum service is to be obtained with a minimum repair cost and at the same time having the situation in control as to developments which require further improvements.

The turnover of equipment, both in the matter of retirement, acquisition, rebuilding and heavy repair work is a very important feature in developing car repair programs, and especially in determining the policy to be pursued after an analysis along this line to be made.

For instance the average age of equipment owned, while a vital factor in the proper knowledge of the repair situation, has not for the most part accurately reflected conditions as to requirements of policy with respect to physical factors on such roads as are subject to I. C. C. accounting rules as was the case prior to 1914. In that year the I. C. C. issued classification of accounts providing assuming of the rebuilding of equipment in cases where the cost of the work constituted the major portion of the value as renewed, and as this required calling the equipment new under such circumstances, the life cycle was for this reason begun anew.

This changed the situation considerably in the case of some administrations from their former practice, because prior to that time the life cycle of the car continued from the original date built regardless of the nature of the ensuing repairs or improvements and it was entirely optional with the owner whether or not it would be considered that cars were dismantled and used in building up new equipment, or whether the original unit would be continued as such regard-

less of the work done. The requirements of the I. C. C. classification covering rebuilding made it possible for those who elected to do so to adopt a policy of refinancing and reconditioning equipment out of operating expenses in the first instance with a consequent adjustment of accounts and transfer of proper charges to capital account, all of which has generally been affected by operating ratio as a determining factor in the extent to which rebuilding of equipment could be carried out. In recent years, however, it has been found that other administrations have been able to borrow money on the new valuation of rebuilt equipment because, presumably. they could not bear the operating charge in the first place, even though this would eventually be credited to operating expenses and charged to capital.

The extent to which rebuilding and heavy repair work is carried on is very important. Heavy repair work can be reduced to a formula so far as requirements are concerned when an analysis is made of equipment to determine its physical characteristics on a broad scale, and then, set up the heavy repair cycles. These cycles run from 8 to 12 years depending upon the characteristics of the equipment. If a carrier owning 100,000 cars has had a turnover of rebuilding and heavy repairs at the rate of 10,000 cars per year, then it is apparent that the general overhauling cycle runs about ten years.

A more detailed analysis will doubtless develop certain cars requiring renewal cycles of eight years, others considerably more than that. The idea here is that a close regulation of the nature of repairs, and,therefore, the general maintenance cost will finally resolve itself down to what is by now being done in the case of locomotives where there is a constant analysis required to determine the proper balance between running and classified repairs based on many considerations, one of which might be pointed out here as being the miles run out and miles restored in classified repairs. In the case of freight cars, years might be substituted for miles, considering years run out and years restored in overhauling. Much can be done along the lines of determining the frequency of heavy repairs in further detail by records showing how this is progressing by types or series of cars.

Policy of heavy repairs and rebuilding past ten years shows average yearly number of cars so overhauled on a road having 100,000 units at 5,000 per year or once every twenty years. New program will require, after an analysis of equipment, an average of nine years between heavy work, so that the program will have to be increased to 11,111 cars per year, of which 5,000 will be rebuilt and thus renew the life cycle, and reduce the average age gradually to approximately ten years, if the usual 20 year life is to be maintained.

But if an acquisition program is followed consistent with ownership, then there will be 5,000 retired and 5,,000 new cars purchased, which will reduce the requirements for rebuilding to less than 11,111 cars, because of reducing the average thereby. In the latter plan there will be an approach to the avcrage age of ten years, but further analysis will be required to determine the extent of heavy work to be done to prevent the overhauling of obsolete cars to maintain the proper ownership complement.

It may be of interest to note further that the extent to which this kind of work can be transferred to capital charges is not always simply governed by the physical valuation in relation to capital investment, but as before stated, by the operating ratio, which is another way of stating that the amount of property required to perform the service is not in every instance, the only factor, but the density of traffic as a whole or the volume handled which justifies building up capital out of operating expenses on the one hand, and direct capital charges by means of acquisition of new equipment on the other hand. Factors of this nature must be known and analyzed if a further and proper regulation of equipment is to be had consistent with local conditions, and any study will reveal the fact that at the present time there appears to be some difference in policy between carriers in this respect, and therefore, it is not possible to express specifically a general policy for common use.

This is one of the reasons why the situation is not yet propitious for the central control of all the equipment in the country as a whole.

Whether desirable or not it will be many years before this problem can be fully solved and brought to a state of uniformity throughout the country. What makes the question of such great importance is that the maintenance of freight cars involves not only repairs but includes charges for depreciation on the investment in existing cars and retirement charges (or deferred depreciation) involved in cars taken out of service. This is one of the cases in railway accounting where maintenance carries the burden of the investment, the only item eliminated being interest on investment, which is a fixed charge not included in investment.

(Further extracts from this very interesting and exhaustive paper on Car Department Service will appear next month.)

Psychology

By Station Agent

In this article, which I hope will be short, I will only call attention to certain characteristics of those who travel, and will give a bit of my experience.

If one stands behind a little window ticketing passengers for forty years, he will come in contact with many kinds of travelers, and the kind that I am going to speak of now, are those who cross all the bridges before they come to them. They think they must know every detail of their prospective journey before they start. They do not realize that the man behind the window cannot explain every detail of a long journey unless possibly he had been over that very route himself, which in the case of a ticket agent is not very likely. Such people are not willing to believe that when they have reached a certain point, there will be someone to explain every change and render all necessary assistance. They are worried about details from start to finish, and thus lose much of the enjoyment which they would, otherwise receive,—the enjoyment of anticipation.

On several extended journeys of recent years, I have adopted the very opposite course. Those pieces of luggage labeled "worries" I have left at home. Day after day it has been demonstrated that the unseen personal conductor in whom I trusted made no mistakes. Daily I was meeting the right people and seeing the things that would be of great benefit to me (I will say here, in parenthesis, ,that in traveling among historic things and places, the one who is intensely interested will attract to himself the very people who are best able to assist him. On the other hand, an indifferent spirit repels the same kind of people.)

It has been my constant practice to make no reservations. I never look for a hotel until it is nearing time for retiring, and in months of travel, I have never failed to have a good home and a good bed for the night. On a certain Sunday evening in July 1921, I was on a train entering Boston. In conversation with a man across the aisle, I remarked that I would have to look for a hotel. He told me of one, and how to find it. Another man spoke up and said "Why don't you go to the Y. M. C. A.?" I replied that that would be all right since I had held a membership in former years. He told me how to find Huntington Avenue, and said to walk down that street until I saw the sign. Within a few moments I was on the avenue walking straight toward a good home. The building is very large, has many nice rooms, good baths, reading room, library and restaurant,—everything to make a safe and comfortable home for a homeless wanderer. It being the season when many of the men were absent on vacation, they had plenty of rooms, and the charge was one dollar a day,—much less than one would have to pay at a hotel. I remained there over a week. Thus was I provided for without previous plan or thought.

On June 21st last, I was on a train in France, which was pounding its way from Boulogne to Paris, having crossed the Channel for a week in France, and I was about as helpless as a deaf and dumb Dutchman would be in America; but I was not worrying,—I was thinking a good deal about the beauty of the country through which we were passing, for France is beautiful. In my compartment were nice looking people speaking French, and of course they had me sized up. Let no American think he can conceal his nationality in Europe. He can't, and of course he doesn't want to, for of what country on earth would he be as proud as of his own.

After a time I got up to stretch my legs and went out in the passage and peeked around into the next compartment. Well, what do you think I saw? A young man and three ladies. The man was nearest to me, and I said:"Are there any Americans here?" He replied: "Yes, I'M from Texas, but he spoke in regular Wisconsin dialect. "Well, shake," said I, "I'm from Wisconsin." They invited me to a seat and within five minutes I had learned that the young man, a graduate of N. W. University, had lived in Wisconsin. One of the ladies was from Bradentown,

(Continued on page 20)

Things We Should Know

TALKING POINTS

The Western District contains 56 per cent of the railroad mileage of the entire country but in 1924 carried only 35.02 per cent of the total ton-miles of revenue freight. This means that 44 per cent of the country's mileage carried 64.98 per cent of the ton-miles of freight. The net return on investment of the Western roads in 1924 was 3.87 per cent, while for the rest of the country it was 4.67 per cent.

According to figures prepared by the rate department of the Nebraska State Railway Commission there was forwarded from all railroad stations in Nebraska to points within that state a total of 973,000,000 pounds of freights in less than carload lots in 1914 In 1919 there was forwarded 1,010,000,000 pounds. In 1924 there was forwarded but 705,000,000 pounds, a reduction of almost 30 per cent. The occasion for this shrinkage was the motor-truck, which has come into active competition with the railroads for the less-than-carload business since 1919. Ticket sales show the same rise and fall in the passenger business. In 1914 ticket sales within the state amounted to $5,331,000, which grew to $9,720,000 in 1919. In 1924 the total receipts from intrastate passenger business were $5,686.000, which was 10 per cent less than in 1914, and 41 per cent less than in 1920. The private automobile as well as the public motor bus has operated to greatly reduce the number of short-haul passengers in every state in the union.

According to Cram's Facts and Factors many of the companies specializing in the manufacture of motor buses have contracted for their output for several months in advance. Schedules of requirements for the coming year by large bus operating companies indicate plans for largely increased operation, in some instances indicating an expansion of at least 50 per cent. Encouraged by these advanced schedules the bus manufacturers are reported to have prepared for capacity operation for a long period in advance. In view of what the bus business has done to the railroad passenger business during the past few years these statements regarding activitiy in the bus manufacturing business are significant.

In his testimony at the hearings before the Interstate Commerce Commission on the petition of the western roads for a five per cent increase in freight revenues, C. E. Spens, vice-president of the Burlington, showed that the products of agriculture, including live stock, furnished 21.73 per cent of the total tonnage of Western carriers in 1924 and 29.62 per cent of the total freight revenue, while but 7.05 per cent of the total tonnage of the Eastern district came from this source Since the Western carriers had net revenues of but 3.87 per cent on their investment last year a further reduction of rates on agricultural products—which approximate 25 per cent of their total tonnage—would materially affect their net revenues and make the earning of the "fair" return contemplated by the law entirely out of the question. Mr. Spens further showed that present rates have not interferred in any way with the freedom of movement of any product of the farm, nor, in his judgment, would the slight increase in rates asked for, if granted, interfere in the slightest with the freedom of movement.

Twenty-two different truck line companies move 500 tons of freight each day into and out of St. aul and Minneapolis alone. Notwithstanding the frequent statement that the truck companies are doing no damage to the freight business of steam carriers, it would be interesting to know what effect the abolishment of the motor truck would have on the net returns of Northwestern roads which have been ruinously low for some years. Some of these roads are undertaking to compete for a portion, at least, of this 500 tons of freight by experimenting with trucks on their own account.

Experimental bus services are now being established according to the Wall Street Journal, by New York department stores, to run almost 100 miles out, with a view to extending their business. The result will be watched with interest, not particularly by the railroads, for they are used to that sort of business, but by the merchants of the invaded communities. It remains to be seen whether the people who are expected to patronize these department stores can be made to imagine that a merchandising establishment can furnish transportation at less cost than an institution devoted entirely to that purpose. Transportation costs money, no matter who furnishes it, and, in the case of department stores, it will be discovered in time that this cost must be met, either in a direct charge therefor, or in the sales price of their merchandise. It may be possible, however, that New York department stores have inexhaustible treasuries.

CARELESSNESS AT CROSSINGS

Last month 14 automobiles ran into Milwaukee trains on highway crossings.

In three of the 14 cases the drivers of the autos ran into trains that were standing still on the crossings.

In the same month there were only 16 cases where autos were struck by trains.

These figures show that nearly half of the accidents in that period were due to gross carelessness on the part of auto drivers and could have been avoided.

It is fair to assume that many if not all of the other cases —in which trains struck the autos—were also attributable to the same reckless driving of autos.

Among the reasons given for not stopping were:

Though they could beat the trains;
Going too fast to stop;
Defective brakes;
Did not look;
Thought track was further away;
Under influence of liquor.

At one crossing, amply protected by gates and bells, an auto pulled around a truck which had stopped to allow the train to pass, and drove through the gates into the side of the train.

In another instance where the driver of a car was properly flagged but kept going until he hit the train, the accident was witnessed by the mayor of the town who immediately authorized the flagman to arrest all persons who failed to stop when flagged by him.

It is strange that it should be necessary to arrest auto drivers in order to get them to protect their own lives!



James M. Foster and Harry W. Washburn from the Division Freight and Passenger Agent's Office, Green Bay starting out on their campaign to secure passengers for Excursion to Milwaukee on August 30th. The result was 1445 passengers on this trip. This was just a start as the boys worked hard on three other Excursions and the result of the four of them was 4556 passengers from Superior Division points to Chicago and Milwaukee.

Thanking Mr. Olsen

Acknowledgment is gratefully made to Mr. N. Olsen, photographer, Three Forks, for the very wonderful photographs made by him that have been used in the magazine illustrating the earthquake slide at Tunnel No. 8 in Sixteen Mile Canyon. Mr. Olson made many trips to the Canyon and many perilous climbs to points of vantage in order to get the pictures, and certainly his zeal has been well rewarded in the fine collection of photographs of the great cataclysm and the progress toward restoration.



Some of the Benefits of Safety First and who is most Benefited by it

The benefits derived from practicing Safety First are many and the results are very beneficial to the Individual, his family, the railroad company and the world in general.

Safety First should be practised in all walks of life, as well as in the place where man is employed.

If a man is injured and is forced to be off duty for any length of time, he suffers the pain and agony of such injury, his family suffers for the want of the necessities of life, which he is unable to give them, because his earning power ceases, the company suffers the loss of his employment. The only person who benefits by his injury is the doctor.

Who wants to pay doctor bills?

By practicing safety first, we benefit by eliminating all the pain and agony, all the family suffering and everything that goes with negligence and carelessness.

When our government passed the Federal Locomotive Inspection Laws, they knew what the result would be. They knew it would cost the railroads of our country millions of dollars to meet the requirements of this law, but they were looking out for your own Safety and mine, for life and limb were foremost in their minds and they have succeeded in reducing boiler explosions and railway accidents at least seventy five percent.

Now, if the government takes so much interest in us as to do all they can for our safety, why should we not, as individuals, do all that is in our power, to try and avoid all injuries, and accidents to ourselves by practicing and doing Safety First.

There is many a man living today who would have two good eyes, instead of one, two good hands, or arms, instead of one, two good lower limbs and two good feet, instead of one, if he had only lived up to the slogan: "Safety First."

You can buy artificial eyes and limbs but will they function as good as those that God gave you? Would you trade your eyes or limbs for an artificial one, with a large sum of money as special compensation? No, I dare say you would not. So, men you can see that it is the individual himself that is most benefited by practicing SAFETY FIRST.

By O. Pohl, Boilermaker, Perry, Ia.

Goggles

Why and when we should wear them

Because goggles are intended to be used for the protection of the eyes, one of the most sensitive parts of the body. Also, a man should always wear goggles when he is chipping, scaling, grinding or spraying as these are some of the most dangerous kinds of work which we have to do in regards to danger of eyes without goggles and also when chipping it is a good practice to think of the other workmen near who have not goggles.

I remember one instance where a man carelessly used a flare for frift and the result was that he lost an eye. A little foresight on the part of this man would have saved an eye.

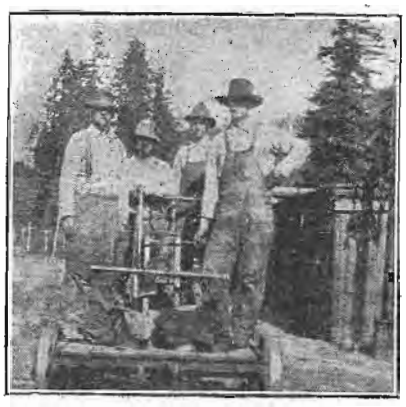
By Louis Brown, Carpenter,
Perry, Iowa

What Should Be Our Attitude Toward A Man Who Figures "Safety Last" First

An attitude of friendship and brotherly love? A man who figures Safety Last is like a small child—they have not yet acquired the knowledge of Safety First. Take a boy of two years, for instance. He fears no danger only what has been taught him. So it is with a man who practices Safety Last—he fears no danger. But this is not bravery on his part, it is ignorance of what Safety First stands for. Safety First not only stands for you, each and every one, but for your wives, mothers, children, families and fellow workmen.

A man who practices Safety Last does not care for himself, family or any one else, if he does practice Safety Last and knows it. But this is caused by his ignorance of Safety First and we should try and show him the right way. Go up to him and say, "Here, Bill," (Mike or John, or whatever his name should be) "That don't look right to me," let's practice what the Company wants us to, Safety First and he will say, "Why that takes too long that way." Yes, but it takes a lot longer to heal a broken bone and you can't replace a lost finger or an eye. But, the Boss wants this engine in a hurry. All right, would you lose your hand or an eye just to save a few minutes time? If the Boss wants this engine in a hurry, the only thing to do is to hurry safely. If he doesn't want it safely, he doesn't want it at all, so I say the man who practices Safety Last should be taught SAFETY FIRST.

By Jess South, Machinist, Perry, Ia.



Section Foreman, George W. Stoner, Alder, Washington.

C. & M. Division Notes

Eleanor

Our Superintendent, Mr. Thurber, has dropped railroading for a few weeks and with Mrs. Thurbar is doing some extensive traveling.

Mr. O'Neil, our Trainmaster, is not only making mileage on the railroad but I understand he is making plenty in his new Buick Coach. Some class to our Trainmaster.

Conductor Mike Gloven underwent an operation last week and from last reports is in a very serious condition. I'm sure all his fellow workers wish him a speedy recovery.

Bill Carlin is some golf player, from all reports. Yes, he made a hole in one at Lake Park, which I understand from Cathie, is shooting very good golf. It is a thrill that comes once in a lifetime, so Bill is quite thrilled.

Reports from J Line indicate that J. F. Sterns is giving up his freedom to join the Benedicts. Good luck, J. F. and the best wishes for a long and happy wedded life.

Our dispatcher, Bab, is going to leave us for a month and take a little vacation. Yes, he and his wife are going down South where it is always Summer.

I hear Baggageman Harry Krause is very ill at the present time. Best wishes, Harry, for a speedy recovery. We miss you around the Depot.

We have lots of reasons why men want to be off, but Dan Marlett pulled a new one last week. He has to be off to limber up his car, as it is still new and pretty stiff. Better bring it down here, Dan, and you will have lots of willing helpers.

I also hear Terry Weber is back railroading again. There's some fascination, isn't there Terry. Well, anyway we are glad to see him back, as we thought we had lost him from the C. & M. for good.

I heard last week that Bill Vandelogt made a trip to Milwaukee with something lots more interesting than his coat on his arm. When are you going to take the step, Bill?

Andy, our Chief Timekeeper, is taking his vacation bit by bit. Why, Andy, do you want it to seem more than two weeks. He made another motor trip to Dubuque. Anything interesting up there, Andy?

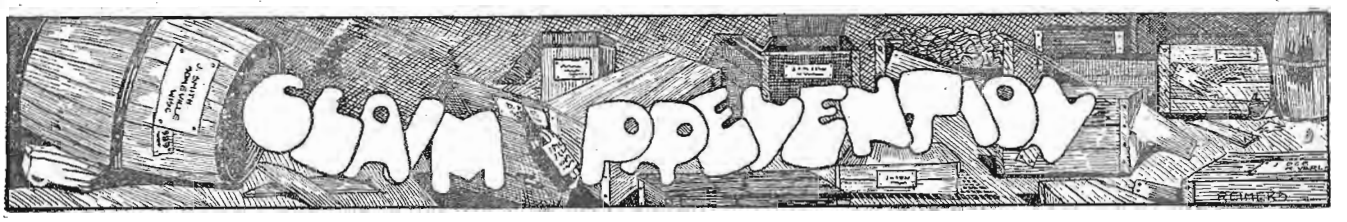
Mr. Marquart, Chief Accountant, also was off vacationing to Algoma. We haven't got any details on his trip. Afraid he will get written up like Lillian, I guess.

Henry Vandelogt has invested in an Oldsmobile Coach. Now, Henry, the girls will sure get you so I guess I will soon be able to repeat the news item I put in by mistake several months ago. How about it?

Conductor C. B. Craig passed away several weeks ago after a long illness. His family have the sympathy of the entire Division.

I got a report that Jack Halliscy is planning on doing some more traveling. This time it is the East. Be sure and say Hello to the President, Jack, while you are down there, and don't come back by way of Canada. You might forget to come the rest of the way.

Colonel E. E. Johnson gave us the pleasure of his company for a short time last week. We enjoyed his visit but he failed to do his song and dance for us. He was booked to demonstrate the Charlston for us down in the lobby but backed out. I guess we will have to go down to Chicago to see Mr. Johnson in action.



Delay in Yard

Extracts from remarks of General Yard Master, W. G. Farling, Toledo, before the Baltimore & Ohio Railroad Loss and Damage Meeting, Cincinnati, February, 1925.

* * *

"Reducing Claims for Delay"

"Reference to the proceedings of our meeting of February 21st, 1924, indicates that enormous increase in delay payments for 1923 was explained as having been due to the 1922 labor trouble. If that is true then we cannot invoke the 1922 labor condition as an excuse for a further substantial increase in delay claims paid in 1924. We must get at the real reason for this condition.

With that purpose in mind I have made a careful study of the local situation in Rossford yard. We have delays just as does every large terminal. Perhaps the day has not yet arrived when we may expect that perfection in human performance usually designated in statistical reports as 100 per cent, but we can by careful analysis of our records of performance learn of our deficiencies and errors, and by proper educational effort reduce our own errors to a minimum.

This is an opportune time to bring before all concerned, some of the things which cause delays.

Just taking from my list at random two reports made in September and October 1924, and summarizing them we have the following:

Cause	No. of Cors Reported	Days Detention
No Bill	17	38
Wrong car number on billing	12	51
Mem-bill	1	6
Hold for export papers	4	21
Wrong destination or route	2	6
Incomplete waybill	1	4
Total	37	126

This exhibit which I believe is a fair example reflecting the conditions which prevailed during the year 1924, explains a very large percentage of the delay to freight shipments.

But let's look over the list of causes and see who is responsible for this showing. Undoubtedly no-bills are the result of yard failures at other terminals in dispatching cars without bills or of train conductors losing them en route. It would take a conductor about two minutes to count the loads on his wheel report and the bills tendered him with it to settle any dispute in this connection, for if a wheel report is in error or a car is put in a train without being shown on the wheel report, that is for the dispatching yard to explain.

The question of mem-bills is another in which responsibility may be divided between yard forces and station forces. Yard forces should positively discontinue making of waybills unless specifically directed to do so, then authority for making them should be clearly shown on the waybill.

The other four causes are plainly the problem of the freight station forces and over 50 per cent of the trouble. It is obvious that revision and supervision over the preparation of billing will have a material bearing on this subject.

Another item which has been frequently discussed at our monthly claim prevention meetings is the handling of stop-off cars.

The showing above should indicate that the revenue waybill is the key and symbol upon which the railroad depends for successful car handling in yards and trains.

Many cars are being run by stop-off points to final destination simply because the yard clerk in making up wheel reports or the conductor checking bills against wheel reports overlooks the stop-off instructions. There are reasons for some of this oversight—the trouble can be overcome by heading revenue waybills covering stop-off cars to the stop-off point then change the heading after the stop-off has been accomplished."

Delay "No Bill" Cars

Extracts of remarks by General Superintendent F. B. Mitchell, before Baltimore & Ohio Railroad, Loss and Damage Meeting, Cincinnati, February, 1925.

"The old arrangement caused serious delays to cars and the lading, resulting in the following:

1. Terminal congestion.
2. Increase in terminal yard expense.
3. Increase in per diem expense.
4. Decrease in car mileage, thus requiring more cars to handle the business.
5. Dissatisfied patrons, on account of their shipments being delayed.

There was also some loss of revenue account short routing, caused by employes other than rate or bill clerks, making card waybills, and some loss of revenue for the reason that the system did not provide as many safeguards as the present system to insure billing being issued. Under the present arrangement, if a car is started over the line without a revenue waybill, it cannot go very far before the absence of the waybill is questioned. Formerly, it was necessary to depend mainly on the records of the destination agent. There were also some cases of overcharge and Agent's relief claims, caused by errors in card waybilling, and diversions and reconsignments en route could not be accomplished properly on account of revenue waybills not being at hand. While the present plan entails some additional expense in preparing outbound billing at some of the larger terminals, and there are some delays chargeable to preparation of the billing covering cars to and from connections, these objections are small in comparison with the many beneficial features of the present arrangement over the old.

We still have some "no-bills" and some delays but they are due to failure to carry out the instructions rigidly. The main reason for "no-bills" at the present time are as follows:

1. Failure to make up waybills promptly, so as to be ready to go forward when the car is ready to move.
2. Waybills allowed to remain in the yard office through failure to deliver to conductor handling car out, which is sometimes due to inexperienced yard clerks. This can be largely overcome by yardmasters, and others in charge of yards, taking more interest in the education and checking of their yard clerks, to see that they are doing their work promptly and accurately.
3. Waybills given to conductor of train other than the one handling the car out of the yard.
4. Waybill given by conductor handling car to agent or yardmaster at wrong point.
5. Cars moving out of yards as empties and waybills either not issued or held at dispatching yard or station.
6. Waybills lost or mutilated en route.
7. Cars set off in transit short of destination on account of bad order, conductor failing to leave waybill for car.
8. At large terminals, failure of clerical forces to get the transfer pros or expense bills ready and placed in pouches, or bills misplaced, either by our forces or forces of connections.

Instructions to conductors provide that they must check their bills against their train as soon as possible after leaving the terminal, and if they find they have a car without proper waybill, immediate wire the Superintendent and dispatching yards and also notify yard at which they leave their train, of having car without proper waybill. It follows that immediate action should be taken in such cases by the dispatching yard to secure the waybill and mail to the yard where car is held, or to the destination or junction point where car is to leave our rails, wiring the agent or yardmaster at such point what train will have the billing. If necessary to avoid delay, billing reference should be wired to the destination or junction point, so that car may immediately go forward. The yardmaster and agent at the point holding the car should also interest themselves in securing the billing, and if information is not received promptly, take up by wire to secure it. I feel it essential that the officers interest themselves more in the detailed handling of this important question to see that any irregular condition is corrected and the specific failures are handled to prevent a recurrence.

There are some exceptions in our instructions to having revenue waybills accompany the cars. In the handling of such cars, the instructions covering the handling of the revenue waybills should be rigidly observed to avoid delay to the

cars and shipments. It is evidence of bad operation when cars and shipments are delayed at any point because of failure to have the proper information with the car to continue its movement to destination. I know of no way to correct irregularities than to vigorously handle any cases of failure and where a number of failures are occurring at one point, investigate the methods in effect at that point to see what is necessary to correct it, and then apply the proper remedy.

What I want you to do is to take home with you from this meeting a determination to see to it that the men on the ground understand fully what it is we want to accomplish, in detail, then after you know that they do understand it, your job is to follow up and closely check to see that they do it.

When you employ a new man, you must see to it that he is given full instructions as to what his work is, and how he should do it, and then follow up to see that he is coached enough to insure that he understands and is taking care of the work properly.

The main trouble the officers have on the railroad, is, difficulty in getting their instructions carried out, and we find that a large part of that is due to the inexperienced or new employes not knowing what it is we want, and such failures are attributed to the failure of the officer in charge to see that the man is properly instructed and watched."

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

The accompanying cut shows the new Club Pin which has been ordered, and will be ready for delivery within a few weeks. It is expected they will be ready for club members to receive those already ordered in time to wear at the annual meeting in Chicago.

The annual get-together luncheon of the Women's Club will be held at the Sherman House, Chicago, at one o'clock P. M., October 31st. A splendid menu has been selected and a fine program; and a large attendance is expected.

The grand new ball-room at the Sherman House, with a capacity of seating comfortably over one thousand people will be used for the luncheon, so there will be ample room for all. This is going to be a great occasion for the Milwaukee Women's Clubs, that no one can afford to miss. So make your plans, ladies, and come to Chicago on the 31st, a hundred percent strong.

Chicago Chapter

On September 12th, Chicago Chapter was entertained by the Bensenville Chapter No. 3, at the home of Mrs. Mackenzie at Itasca, Ill. About forty members of Chicago Chapter attended and had it not been for the heavy rain in the early part of the day the attendance would have been much larger.

A special car on the Illinois Division train No. 23 conveyed the Club members to Itasca, where they were met by the Reception Committee from Bensenville Chapter, and escorted to the home of Mrs. Mackenzie. The guests were welcomed by the hostesses with one of the Club Songs, "How do you do, Chicago Chapter, how do you do." Luncheon was served, after which an excellent program was given. Mrs. W. B. Dixon, who has a lovely contralto voice, sang a number of Scottish ballads, accompanied by her daughter, Miss Jeanie Dixon. Little Miss Harriet Stracek, of Chicago, eight years of age, gave two readings with a marvelous degree of feeling and appreciation. She was most enthusiastically received. Miss Harriet Bancke followed with vocal selections. She was accompanied by Miss Louise Bodenberger. Mildred Tonnig, a dainty little miss of Bensenville, danced the Highland Fling and then executed an interpretive dance. Mrs. Freely followed with two songs, accompanied by Miss Bodenberger. Then Harriet Stracek demonstrated that recitation was not her only accomplishment and captivated the company with her dancing. Mrs. Morris closed the regular program with a couple of vocal selections.

Mrs. Williams voiced the thanks and appreciation of Chicago Chapter for the delightful luncheon and entertainment, after which a picnic outing was enjoyed on the lawn. Bensenville Chapter is one of the most active and wide-awake of the Clubs and they allowed their presence in Itasca to be known by a one hundred foot transparent sign stretched across the front lawn of the Mackenzie home.

Milwaukee Chapter

Leona Schultz, Historian

Through the efforts of the Milwaukee Chapter the wives of the Veterans who attended the Veteran Employes Association Convention in Milwaukee this year, found a real welcome awaiting them. The Chapter held open house in the Club Room, which was made even more than usually attractive by bouquets of beautiful flowers. A reception committee was also stationed at the Hotel Antlers to assist the wives of the Veterans in every way. A theatre party was held at the Wisconsin Theatre for the visitors, and those who did not care to attend the theatre were given a delightful automobile ride through the city.

Mrs. C. G. Juneau, President of the Chapter, acted as general chairman. Mrs. Mary O'Keefe ably filled the position of Chairman of the Automobile Committee, and Mrs. Zimmerman was in charge of the Theatre Party Committee. The members who assisted in welcoming and entertaining the visitors were Mesdames: Czmanske, Hodge, Anters, Roshford, Scott, Scheele, Montgomery, Lalk, Cassell, Kaiser, Gross, Prien, Wightman, Thiele, Thurber, Judge, Rieboldt, Carrick and Babcock.

A meeting of the Board was held at the home of Mrs. C. G. Juneau on September 9th. Mrs. Juneau served a delightful luncheon preceding the meeting. Miss Mary Garside was elected to fill the vacancy which existed on the Board. The coming luncheon to be held at the Hotel Astor on September 22nd, was discussed, and Mrs. Scott, Chairman of the Luncheon, reported that Mrs. Field had accepted the invitation of acting as speaker of the day, and Mrs. Ingraham, of Bensenville had agreed to sing. The committee was appointed for the dance and card party to be held in November, so as to start arrangements for this big event.

Altogether with the luncheon in September, the big gathering in Chicago in October, and the dance and card party in November, the Chapter has a busy and pleasant outlook.

Dubuque Chapter

Vacation is over and Dubuque Chapter opened the season with a big dance at Union Park, September 19th. This will be followed in October or November by a minstrel of the Chicago, Milwaukee and St. Paul Railway Women's Club through which it is hoped to add to the funds for a Christmas Party for the children.

During the summer the Sunshine Committee has carried on its work, particularly in rendering assistance to families having sickness. All committees will be called together prior to the regular meeting night in September.

A large number of members have expressed their intention of attending the general meeting with officers of the Grand Chapter. At present it is expected this meeting will be held in Chicago the latter part of October.

Miles City Chapter

Saturday, June 13th, the Miles City Chapter was called to meet at the Y. M. C. A. at 8:00 P.M. The principal business of the evening was the election of a President on account of the resignation of Mrs. Rothman who leaves us to make her home at Mobridge, South Dakota, to which point Mr. Rothman has been transferred as Trainmaster. We will certainly miss her as she worked unceasingly in the organization of this Chapter, but our good wishes will follow her to her new home. Mrs. G. F. Cobb was elected to fill the vacancy and Mrs. A. C. Kohlhase elected to fill the office of First Vice-President formerly held by Mrs. Cobb. Three more committees were appointed being an Auditing Committee composed of Mrs. P. J. Leahy, Mrs. Carl Krutt and Mrs. Guy Hotaling; Ways and Means Committee composed of Mesdames T. J. Hanrahan, J. J. Aldrich, R. I. Fouts, Dan Goodfellow, W. H. Kirk, H. C. Lathrop, S. A. Mayo, A. E. Oliver, P. F. Philpot, H. J. Thierfelder, L. E. Palmatier, N. A. Wright: Courtesy Committee composed of Mesdames H. C. Carey, H. M. Stangland, J. C. Flaherty and C. H. Slagle. A set of by-laws was presented by the By-Laws Committee and accepted as amended. Our meeting night now is

the fourth Friday in each month at 8:00 P.M. Very soon we hope to have our own clubhouse as the committee with that in charge has been hard at work and plans are now under way for a building in which we can hold our meetings. After the routine business of the evening was dispensed with a social hour was enjoyed during which an excellent program of music was enjoyed, Miss Edith McShane and Miss Ruth Walker giving a piano duet, Miss Edith McShane a piano solo, and Mrs. James Roberts and Mrs. Frank Hunter singing two duets accompanied at the piano by Mrs. W. W. Andrus. The wives of the conductors had charge of the light refreshments which were served, Mrs. J. Umhoefer, Mrs. Kencke and Mrs. Pluister acting on the serving committee. Our Chapter is growing and each meeting sees new faces among those in attendance and new names added to our list of members.

Wausau Chapter

The regular monthly meeting for August was held at Marathon Park on August 18th. Cards were played and a picnic lunch was served late in the afternoon. Favors in Auction Bridge were awarded Miss Lucille Lehrbas and Mrs. R. C. Sivertsen of Tacoma, Washington, and in 500 to Mrs. Carl Granholm of Merrill and Miss Margaret McGinley. The following members from out of town attended: Mrs. William Swain, of Wisconsin Rapids, Mrs. Henry L. Hildebrand, Mrs. Julius Krueger and Mrs. Jack Tully, of Tomahawk, Mrs. Richard Akey, Mrs. Elmer Bloomquist, Mrs. W. B. Chilsen, Mrs. Roy Gillepeau, Mrs. Thos. Lane, Mrs. John Mistel, Mrs. C. H. Randby, Mrs. J. L. Truax, Mrs. Carl Grandholm and Mrs. Mark Jenney, of Merrill. A splendid time was reported by all and the open air meeting was much enjoyed.

Ottumwa Chapter

Regardless of the hot weather, the Ottumwa Chapter has continued to hold meetings in the Club House during the Summer months. The August Social Meeting consisted of a Card Party and Kensington. Mrs. R. O. Clapp acted as Chairman of the Committee in charge of the August Social Meeting, and her committee consisted of Mrs. F. M. Barnoske, Mrs. L. H. Wilson, Mrs. Elmer Young, Mrs. J. W. Sowder. Mrs. John McEwen and daughter, of Farson, Iowa, and Mrs. Sinclair Lewis, of Washington, Ia., were out of town guests at the Card Party. We are always glad to have any out of town members attend our meetings, or any of our social gatherings.

Miss Holman, Society Editor of the Ottumwa Daily Courier, was also a guest at the Card Party and was much impressed by the progress and accomplishments of the organization, and the comfortable and pleasant Club House which we occupy. We certainly appreciated the item published in the Society Notes of the Ottumwa Courier, through the courtesy of Miss Holman, on the Ottumwa Chapter of the Milwaukee Women's Club.

Plans are being made to give a fried chicken supper at the Club House on September 17th, for members and their families. This will be given especially for the auxiliary members, who have always so kindly and willingly helped towards the success of our Organization. Mrs. LaBelle, and her committee, who are in charge of the supper, and Miss Margaret Kissinger, who is in charge of the Musical Program, are making every effort to have this affair prove one of the most pleasant and enjoyable of the year.

Marion Chapter

Marion Chapter held their first meeting, after the summer vacation, at Memorial Hall, September 11th. Mrs. Martin J. Flanigan presiding, Mrs. L. G. Hewitt, secretary.

The meeting was largely of a business nature. The various committees presented interesting reports, one of which was by Mrs. Willis Jordan, Chairman of the Sunchine Committee in regard to the Lyle Kindig case. The Committee have arranged for Lyle to enter High School at Chicago so he can make progress with his studies. His limb is improving very satisfactorily but it will be necessary for him to have treatments for the next six months at least at the Washington Boulevard Hospital.

The Sunshine Committee also reported having provided the necessary ways and means for the removal of the tonsils of an employe's child at Marion. Dr. Grayston donated his services.

There was no program at this meeting. The following Committee were in charge and served light refreshments: Mrs. R. L. Merril, Chairman, Mrs. Emil Petrush, Mrs. J. G. Standish, Mrs. F. S. Craig, Miss Idelle Fullerton, Miss Grace Brutsman, Miss Lillian Briggle.

Superior Division Chapter

Luella Gotto, Historian

On September 3rd the Green Bay Chapter of the C. M. & St. P. Woman's Club held their meeting at the American Legion Hall. Due to the absence from the city of our President, Mrs. F. C. Dow, Mrs. A. A. Melville presided.

After the business meeting a social time was enjoyed. Some played cards while other danced. The prizes in Bridge were awarded to Mrs. A. A. Melville and Mr. F. P. Vaughan, in 500 to Mrs. Mercier and Mr. H. C. Ballard. The Program Committee served refreshments.

Much credit is due Mrs. J. Dunn, Chairman of the Program Committee for the enjoyable evening.

Plans for the Ball to be given October 23rd in the Crystal Ball Room of the Northland Hotel are being completed. The ball will be sponsored by the Ways and Means Committee, Mrs. Charles Allen, General Chairman. A very good orchestra has been obtained for this ball and everyone is promised a good time.

On November 5th our first sale and supper will be held. The Social Committee, Mrs. A. A. Melville, Chairman, House Committee, Mrs. T. M. Brady, Chairman, Purchasing Committee, Mrs. J. T. Dinwoodie, Chairman, with Mrs. C. B. Cheaney, Chairman of Refreshment Committee as General Chairman, will have charge of this affair. Everyone is enthused over this and there isn't any reason why it will not go over in big style as everything in the past has.

Mason City Chapter

Fern Wolverton, Corresponding Secretary

After a considerable season of rest the Mason City Chapter of the Milwaukee Women's Club will resume their regular meetings this month.

Several of the different committees have been functioning during the summer and the Board of Managers, under the leadership of our President, Mrs. C. S. Christoffer, have had several get-together meetings at which much work has been planned for our mutual benefit and social departments.

The Program Committee, of which Mrs. B. Hendrickson is chairman, assisted by other members, planned a big meeting for the evening of September 27th. At that time we expect to have our new piano, and several of our Milwaukee families will have an opportunity to show us how much real talent exists in our Club.

Mrs. M. M. Wolverton will play the new club songs which we have adopted from the Dubuque Chapter and Mrs. C. H. Stevens will be our pep leader and the whole membership will join in singing these splendid songs. A reading and several other musical selections will be rendered. After the social time, plans will be made for our big rummage sale at which we hope to raise enough funds to help in our welfare work and to pay the balance on our piano.

The Mutual Benefit Committee, of which Mrs. H. G. Crow is chairman, has been unusually active during the summer months. Many sick calls were made and a nurse sent to one ill family, letters of consolation sent to those needing comforting and notes of congratulations on birth, also issued articles of wearing apparel that was given to several needy families was greatly appreciated.

Two of our popular young lady members, Marion McGuire and Nino Trevitt, have recently been married. The Club extends best wishes to these ladies and we are pleased to note that Mrs. Schultz is to remain with us and to continue to serve on our committees.

At a recent meeting of the Board of Managers Mrs. R. H. Janes was elected Club Historian and two new members added to the Social Committee, Mrs. Carl Donavan and Mrs. Joe Trayer. Mrs. Jack Burns and Mrs. William Brown were added to the Program Committee.

The Sanborn Chapter, which is an auxiliary to the Mason City Chapter, sponsored a picnic at Mitchell's Grove three miles west of Sanborn. in observance of Labor Day. One very interesting feature of the picnic was the ball game. Two pick-up teams, one from the round-house, organized by B. Giese, and one from the road, organized by L. D. Jones, put up a great exhibition of the national sport, resulting in a victory for the shopmen, 9 to 8. Following are the winners of the various contests:—

Men's free-for-all—Frank Melvin.

Men's tug-of-war, Rafe Tifft and Clarence Radloff, Captains. Mr. Tifft's team won.

Potato race—Rolla Lumby.

Ladies egg race—First, Mrs. Frank Whalen, second, Mrs. M. M. Burns, third. Mrs. Glenn Deemmett.

Ladies tug-of-war, Miss Melvin's team won.

The winners in the various events were presented with prizes which had been donated for the occasion. Mr. H. H. Green had charge of the sports.

Probably the biggest and most enjoyable feature of the day was the cafeteria picnic dinner. Coffee, donated by E. A. Mayre & Son, was served. A stand where pop, ice cream and pop-corn was sold was conducted by Mrs. Chris. Liemkuil and Mrs. Frank Johnson. They cleared enough to pay the expenses of the picnic other than those mentioned above as donated.

It was a very successful picnic and probably will be an annual affair.

Spokane Chapter

Zella Mae Case, Historian

The Spokane Chapter held their first annual picnic at Natatorium Park, August 26th, at which a large number of the members and their families and friends were in attendance, their being 145 present, of which several were from Malden and St. Maries.

After a well arranged program of sports, in charge of Miss Bess Rocek a sumptuous lunch was served.

The sports consisted of several running races for boys and girls, men's three-legged race and concluded with a baseball game, consisting of two teams selected on the grounds, umpired by Mr. J. R. Clarke and Bud Lanning. The game was hotly contested with several feature plays resulting in a tie of 14 to 14.

During the evening dancing was enjoyed by everyone.

A more detailed account of this picnic appears in the Idaho Division items of this magazine.

The Club held their regular monthly business meeting on September 8th at the Y. W. C. A. Club Rooms. It was decided to have the regular meeting night the second Thursday of each month instead of the second Tuesday. The Club will hold their regular business meetings at the Y. W. C. A. Club room in the future. It was decided to have a dance the first part of October, which we hope will be a success.

Beloit Chapter

The monthly meeting of the Beloit Chapter of the Women's Club was held on Saturday afternoon, September 12th. After a short business session a benefit card party was held. Ten tables of Bridge and Five Hundred were played. Mrs. Al. Switz and Mrs. J. N. Kelly, the latter from Rockford, won prizes at Five Hundred and Mrs. Dewey Rosenthal and Mrs. P. D. Foster carried away the bridge honors. During the refreshment hour little Miss Elizabeth Snively, daughter of Engineer Ed. Snively of Rockford, entertained with several readings. The next meeting will be held on October 7th, and will be an evening affair, and will be held in a coach near the Superintendent's office. Plans are being made for a card party on October 3rd and a Hallowe'en party; also a big dance in November.

Sioux Falls Chapter

The first annual picnic was held on August 11th, at Terrace park and a large number of employes and their families participated in the event. Being held in the evening that as many employes as possible could attend, made the affair all the more attractive.

The picnic dinner given was one the "inner man" will not forget in years, every thing that was good to eat was included in the "spread."

All sorts of sports were enjoyed, races, pop drinking contests and the like held sway until darkness prevailed.

Each and every one agreed that the ladies could put things over and the men need not bother themselves as to whether it would.

On Sept. 15th, a benefit dance will be given to enrich the treasury. The ladies have assisted sick employes and made donations to those who have not been able to work for some time.

Phychology

(Continued from page 14)

Fla., and knew my brother, well. Another lady, who had lived in Paris and speaks French perfectly was the interpreter for the party. They were from Texas College where all were teachers and were touring France and Switzerland. They invited me to join them during my week in Paris, and you may believe I was most willing to do so. Thus, at no expense on my part, and without the least effort on my part, I received the very best aid that a man in my position could have, and for a whole six days was piloted from one interesting place to another and saw and enjoyed everything. Just think of being turned loose in that great city which is just packed with wonderful and interesting places and things,—works of art and of historical interest: and to have someone along who could read and speak French and explain everything. Do you think such things just happen? I do not.

Saved Him a Bill

Ding—What did your wife say last night when you came home?

Dong—The darling never said a word. And I was going to have those two front teeth pulled out anyhow.

You Tel'er

"I want to know," said the irate matron, "how much money my husband drew out of the bank last week."

"I can't give you that information, ma'am," answered the man in the cage.

"You're the paying teller, aren't you?"

"Yes, but I'm not the telling payer."

Uuion Street News

Joe Goose has been burning up the wires lately—it took him half an hour to get the freight house the other day and he had to bawl out every operator in the terminals to do it. Try talking English, Joe, you can't expect the operators to understand that west sideIrish of yours.

Al Baltzer spent his vacation touring Wisconsin on his son's honeymoon.

On September 23rd, Doc Van Housen graduated from the National College of Chiropractic, where he had been attending school regularly, five evenings a week, for the past three years. Van certainly deserves a great deal of credit and we all hope that he is well repaid for his efforts.

There have been quite a few changes around the office lately—Walter Lapinski, Walter Hayes, Charley Kunz, Louis Larson and two of the messengers have left for various reasons and there are several new faces bobbing up here and there.

Mr. McPherson,, our amiable agent, has returned from Montreal, Canada where he spent a very pleasant vacation.

We've finally got some red hot news—Ann Holland is going to be married October 17th.

"When at first you don't succeed, try, try again,"says Curtis. He certainly has that do or die spirit. More power to you Mr. Epin, you need it.

Miss Inez Inertube was crowned "Miss Union Suit" at the beauty contest conducted at Union Street September 17th. The decision was finally reached after the judges had been deadlocked for seven minutes.

Miss Inertube, who hails from the Maxwell Street district, is a rare specimen of beauty and is really deserving of the honor. She is six feet four inches tall, weighs eighty-seven pounds and has a lovely yellow complexion. Both her teeth are in excellent condition and aside from her wooden leg, glass eye and bald head, she is physically perfect.

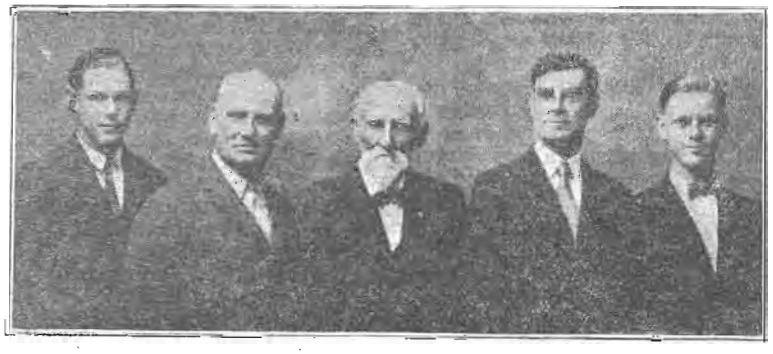
The gums in the corner office have just asked us to insert a few items for them. Here they are just as they were received.

Art, Jack and others worked until 5:30 PM one Saturday apprehending four butter thieves. They made the boys pay $100 for the fun they had.

Anyone who may have friends traveling to Minneapolis on one of our popular excursion trips can assure them of the best possible protection. Art is always on them out of Chicago and returning. Even if he's in Minneapolis and you want him, he can be reached easily.

Jack never goes on one of these trains because his business calls him in another direction. How's things in Aurora Jack?

It is not necessary to disclose the name of the brief case gum. He works for the interest of himself as well as for the welfare of the company, but knocks em out just the same.



Five Paul Kempters, L. to R., Paul, 16; Paul, 56; Scale Inspector, Sabula; Paul, 90; Paul, 51, of Bellevue, Ia., Paul, 16, Bellevue.

AT HOME

HAZEL M. MERRILL, Editor



Stealing a Ride. Jimmie, 10 mos. old; son of R. & S. Conductor, Jas. T. Barrett



Dorothy, Little Daughter of Mrs. Esther Capman, Roadmaster's Clerk, Beloit



Dorothy, Little Daughter of R. & S. W. Div. Conductor, Elmer Stewart.

Fall Fashion Notes

Would you believe it—The girls have gone away to school properly outfitted let us hope as to wardrobe as that makes all the difference in the world to the young miss at boarding school. It must not be too elaborate, as one feels and is out of place when over-dressed. Clothes of good material, made simply, and in good style are indicative of refinement and good taste, and do much to help the girl away from home. It is always better to have a few good clothes rather than a number of poor ones. It is well first to decide on your color scheme, as, you know, there must be harmony—ensemble being still the order of the day. An ensemble suit comes in especially handy for traveling or for school, as the coat may be worn with light dresses, and the dress of the ensemble serve as an afternoon frock. A very pleasing and satisfactory dress for class-rooms is a one or two-piece frock of soft wool or jersey. You may wear fresh collar and cuffs with it, thus affording a pleasant change. Bolero effects are to be very popular for fall wear; one made of wool twill with the front of the bolero, collar and cuffs of crepe de chine, which may be worn without a wrap for fall, and will look well under a heavy, fur-collared coat, will make a very serviceable outfit. The school wardrobe must include sports clothes, because sports clothes are very much worn nowadays whether the wearer participates in sports or not. The new turtle-neck sweater promises to be very popular this fall and winter, and when worn with skirt of same color makes a costume similar to the popular jumper frock. Choose a chiffon, georgette crepe, or crepe de chine frock for afternoon and informal evening wear.

One very pretty model was seen of Georgette crepe with dainty, long sleeves caught into narrow band at the wrist, with circular flounce across sides and front. Would be pleasing in French blue or gray, or most any of the lighter shades that would harmonize with color scheme. With a simple, pretty evening gown, you will have a fair start, so far as coats and dresses are concerned. Accessories, shoes, hose, gloves, must be carefully selected, and will add much happiness to school days. Soft hats, felts and velours are the order of the day for fall, and the small sailor is coming into its own again this season. The larger hats will remain popular for afternoon and evening wear.

STATION "C-U-S" tune in for few advance Fall Fashion notes.

The silhouette for fall promises to flare and lean toward softer lines, taking the form of circular flounces, circular skirts, and circular aprons; some flare in front, some back, and some all around. This flare, of course, is for silk frocks, wool frocks retain straight lines.

Sleeves are long; necks high, higher and some highest.

Long flowing jabots add a pleasing, graceful touch to the frock.

Coats with fur trimming, collars and cuffs; borders of fur from hem on one side around the neck to the hem on the other side. Suit coats, top coats, and dresses are fur-trimmed. There are coats of rough-weave woolen, fur-lined.

King's blue, navy blue, powder blue, purple, reds, browns, greens—with heavy on the purple for fall colors.

Velvet promises to be fashionable. Even tailored, cloth street frocks are trimmed with it. Velvet hats are popular, too. Wool velour and knit goods, also Fresco, a smooth material streaked like covert cloth, will be much in vogue.

There are new flat, envelope, monogram purses for fall. Gloves are fancy-pull-on styles. Fancy fall shoes trimmed and strapped with contrasting leather.

Late news from Paris say capes are to be much in evidence this season. The double-cape effect is new and when attached to a long coat gives changed outline to the silhouette. Coats also have concealed sleeves.

A new smart wrap for mid-season wear is a sleeveless coat with cape which reaches just below the waistline.

A new material "balbriggan," resembling tweed, but somewhat softer in texture, is very popular this fall and the color combinations are charming; smoke to dove grey, with a streak of light blue; purple and orchid shades; mahogany and rose.

Alpaca silk makes a practical blouse for traveling; also the new satin that is not too stiff or shiny.

Hosiery will take on a darker shade for autumn, some of the shades ranging from moonlight to gunmetal.

Shoes in several attractive shades of brown will be popular; also grey and black.

Necklines will be high; sleeves long, skirts with a flare, and twelve inches from the floor.

Helpful Suggestions

Cut board to fit machine drawer. Drive several nails in board. Place board in drawer with nail points up. Drive two rows of nails about two inches apart. Place spool of thread on each nail. This will be found a very handy and convenient arrangement.

Pepper shakers may be easily filled by the use of a small funnel.

After boiling briskly for 10 minutes let the macaroni finish cooking in a double boiler where it does not have to be stirred or watched.

Use your child's blackboard for bulletin board. Children may be reminded of after-school duties, and in turn, children may leave word if they go away. Even the father of one family joins in this handy way of letting his family know his whereabouts.

Keep on hand a closed bottle of vinegar with a kernal of garlic in it occasionally to tone up salad dressing. It gives a different flavor that is very pleasant.

Excessive dryness of potted house plants can be detected by striking the pot with the knuckle. If soil is without moisture, a hollow, ringing sound is heard, due to shrinkage of soil from the sides of the pot.

Vases of one solid color usually set off the variegated flowers better than vases that are many-colored.

The Patterns

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

5257. Ladies' Dress for Women of Mature Figure with Slender Hips.—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size requires 3⅞ yards of 54 inch material if made with short sleeves. With long sleeves 4⅛ yards will be required. The width of the dress at lower edge is 2¼ yards. Price 10c.

5231. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2⅛ yards of 40 inch material, with ¼ yard of contrasting for collar and a 2 inch wide straight belt, if made as in the large view. With long sleeves 2⅜ yards are required. Price 10c.

5229. Juniors' and Misses' Dress.—Cut in 4 Sizes: 14, 16, 18 and 20 years. A 16 year size requires 2½ yards of 54 inch material if made as illustrated in the large view. Without the cascade 2⅜ yards are required. With short sleeves 2¼ yards are required. The width of the dress at the foot is 2 yards. Price 10c.

5222. Ladies' Dress.—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make as illustrated for a 38 inch size requires 3½ yards of 40 inch material with ¼ yard of contrasting for vestee and collar. Price 10c.

5215. Child's Coat.—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 4 year size requires 1⅞ yard of 40 inch material with ⅜ yard of contrasting for collar and cuffs. Price 10c.

5227. Ladies' Dress for Stout Women with Slender Hips.—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size made as in the large view, requires 3½ yards of 54 inch material, with ⅛ yard of contrasting for the collar. With short sleeves ⅛ yard less is required. Width of the Dress at the foot is 1⅞ yard. Price 10c.

5225. Ladies' Dress for Stout Figures with Slender Hips.—Cut in 9 Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size requires 4¼ yards of 36 inch material, with ½ yard of contrasting for collar, cuffs and pocket facings. Width of skirt at the foot is 2¼ yards. Price 10c.

5244. Child's Play Suit.—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 2⅜ yards of 36 inch material. Price 10c.

5238. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 10 year size requires 2¾ yards of 40 inch material. Price 10c.

5233. Childs' Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 2½ yards of 36 inch material. If collar and band cuffs are made of contrasting, ¼ yard is required. Price 10c.

5264. Ladies' Night Dress.—Cut in 7 Sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 4½ yards of 36 inch material. Price 10c.

5226. Ladies' Apron.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2⅝ yards of 32 inch material. Price 10c.

Good Things To Eat

Rice Muffins. Two and one half cups flour; one cup boiled rice; two and one quarter level teaspoons baking powder; one half level teaspoon salt; one cup of milk; one egg well beaten; one quarter cup melted butter. Sift together thoroughly, flour, baking powder and salt; dad rice, working it well with tips of fingers. Then gradually add milk, egg and butter. Bake in muffin tins in moderate oven for twenty-five or thirty minutes.

Scallopped Eggs. Slice four hard boiled eggs thin. Place layer of cracker crumbs in a basin, then a layer of eggs, put salt, pepper and butter on each piece of layer placed alternately. Moisten with milk. Place in oven and when well browned, serve hot.

Egg Suisse. Place two large tablespoons of butter in a shallow baking dish with a little milk; add a layer of American Cheese. Break two eggs carefully and put them in the dish, keeping them quite separate. Season with salt and pepper, then sprinkle grated cheese on top. Place in oven and as soon as the cheese is brown, serve.

How To Make Light Biscuit. Anyone can make good biscuits by following the principles which govern their production; they are: First, cut in the shortening with a knife or chopper, as the heat of the hands melts the shortening and the flour gets worked into the dough, toughening it. Second, have a very soft dought. Add just enough liquid to combine the flour and shortening. Use cold milk or very cold water. Keep the dough cool. Third, bake in a very hot oven for about fifteen minutes, depending on the size of the biscuits.

The above recipes and directions were contributed by Chef Wm. B. Davis of the Olympian Train service.

Chocolate Ice Box Cake. Melt two cakes of Baker's Sweet Chocolate in the top of the double boiler. Add two tablespoons of boiling water and four beaten egg yolks. Then add one quarter cup granulated sugar. Cool and then fold in the stiffly beaten whites of the eggs.

Line a bread tin with oiled paper. Then alternate layers of split lady fingers and chocolate mixture. Place in ice box over night. When ready to serve, turn out on a platter and slice. Serve with whipped cream on top. This is a light and delicious desert which may be prepared beforehand; is easy to prepare and not so rich as those ice box confections that call for much butter and many eggs.

Quick Nut Bread. One egg: one quarter cup sugar; one cup milk; two cups flour; two teaspoons baking powder; one half teaspoon salt; one half cup chopped nuts. Beat egg well. Add sugar gradually; then add the milk and the dry ingredients sifted together; and lastly the nuts. Let rise twenty minutes and bake forty minutes in a moderate oven.

Try This on Your Net

"I want a hair net, please."

"What strength, Miss?"

"Oh, three motor rides, two dances and a picnic."





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

William Hildebrand, engineer, Chicago Terminals was instrumental in securing approximately twenty cars of pipe, routed over the Terre Haute Division from an Ohio point to Franklin Park.

Northern Montana Division brakeman George Haines was successful in soliciting the following business during his lay-over at Great Falls:

Great Falls to Kansas City, Philadelphia, Boston, Detroit, two to New York and one to Buffalo.

Section foreman M. Marshall, DePere, Wisc., on August 17 discovered defective arch bar on SE car 12390, train No. 75, at DePere, which no doubt prevented a derailment.

Coast Division brakeman Frank Ligeois on July 30th, discovered a broken frog at the east end of the yard at CleElum and reported same promptly to the section foreman.

H. & D. Division brakeman, A. J. Sherry, while on train heading into yard at Rock Cut, September 9th, found two coil springs wedged into frog and removed same, thus probably averting a derailment to train No. 3 which was next to follow.

H. & D. Division conductor J. M. Adams in charge of way freight, Ortonville to Fargo recently found two persons contemplating a trip to Los Angeles and promptly advised passenger department representatives. The party was secured via the Milwaukee to Seattle.

Mrs. G. R. Hannaford, wife of roundhouse foreman at Beloit, Wisc., on September 5th discovered a brake beam down on car in Extra 8326, east and immediately notified the Dispatcher.

R. & S. W. Division brakeman Frank Cluskey discovered a truss rod on brake beam dragging as Extra 8043 was passing his train at Kansasville, August 20th. By prompt action he finally got signals to conductor of passing train which was stopped and the defect removed.

R. & S. W. Division conductor J. H. Bane, on Extra 8028, west, August 19th, drawbar on St. P. 204940 failed and he obtained an evener off of a brakebeam of an empty flat car and made repairs to the defective car so that it could proceed to the terminal, eliminating a quite considerable delay that would have otherwise occurred.

S. M. Division conductor J. H. McCarthy, on train 42, August 22nd, discovered a broken rail about two and one half miles west of Rapidan. He stopped the train and placed necessary signals to protect the spot and then notified section foreman to make repairs.

As train No. 78, K. C. Division, passed Northern Junction, August 25th, operator J. C. Capps saw brake beam down on a car near the middle of train; and succeeded in getting a stop signal to the crew. Inspection showed one hanger broken and brake beam down under the wheels. His watchfulness and prompt action no doubt prevented an accident.

C. & M. Division conductor recently secured twenty-five passengers for Sayner, Wisc., for our line. He has also on various occasion solicited and secured business for the company.

Yardmaster D. J. Burlingame, Healy, Ill., has been instrumental in securing a large amount of passenger business via the Milwaukee, resulting in much additional passenger revenue.

Commends the Act of an Employe

The Magazine has received the following letter which speaks for itself:

Editor Magazine:

A few days ago I was a passenger on a Milwaukee train out of Mitchell, S.D., when a pocket book containing $120.00 was found by the conductor, Charles Keane. He reported it to agent at Mitchell, at the next stop, giving information that would lead to locating the owner. I thought this a very commendable action on the part of the conductor and he should be given credit for it.

I travel on the C. M. & St. P. a great deal, and in talking to a brakeman about this incident, he told me that the conductor himself would not report the incident to you, and I think it should be known so that he may receive all the credit for his action.

(Signed) L. P. WANNING,
Salesman, Grand Rapids, Mich.

True Milwaukee Service

The following letter presents a fine example of true Milwaukee Service and the gratitude of its recipient.

2408 Orrington Ave., Evanston, Ill.
September 12th, 1925

To the Traffic Manager,
C. M. & St. P. Ry.,
Chicago, Ill.
Sir:

I think I owe the following matter to be brought to the public notice both to the gentleman who is an employe of your railroad at this town of Freeport, and to the patrons of your company.

This evening I came to this town from Milwaukee in order to go to Monchester, Iowa, via here. I inquired of your ticket clerk the best train to Manchester this evening or in the morning. The gentleman, Mr. Roscoe Askey, though busy, not only gave me information through the Illinois Central Railroad, but also the Great Western and advised me the best course to follow in order to save time, money and sleep.

Further I asked the gentleman to give me my bag from the baggage room which he kindly did. Seeing it to be too heavy for a man of my size, he kindly, of his own accord volunteered to help me. By help, I had understood that he had a machine but the surprise, a pleasant and unique one, came to me when I saw him carrying it for me for two blocks and a half.

It happens that I am a globe trotter, having visited most of the countries of the world, Orient and the Occident and most of the cities and states of the U. S. Permit me to say I have never come across such an employe of any company anywhere so obliging and good natured who understands that service means not only required duties but plus something that wins the patronage and admiration of the public.

Let me commend to you sir this gentleman as a person who does not work for the payroll but for service, politeness and the welfare of the railroad. In having such men the company deserves credit.

May I suggest in concluding that such men deserve not only promotion in salaries but positions from where they can *set* their *good example* of *"Service plus"* to the other less intellectual and interested employes in the same kind of work.

Let me remain sir in gratitude,
(Signed) Maneck K. Anklesaria of India.

Another Example of True Milwaukee Service

Here is another letter illustrating the quality and character of the true Milwaukee spirit that puts forth every effort to please and loses no opportunity to render courteous and efficient service.

CALLAGHAN & COMPANY
Chicago, Sept. 12, 1925

Chicago, Milwaukee & St. Paul Ry.,
179 W. Adams St., Chicago, Ill.
Gentlemen:

Last Wednesday I purchased a ticket over your road, to Chicago, at your station in Emmetsburg, Iowa, with the dreary prospect ahead of me of waiting three-quarters of an hour in a country station. I had barely seated myself in the waiting room when one of your helpers employed in the station, handed me a copy of the Chicago Tribune of the same date, with the statement that he supposed I lived in Chicago and that it might be a tiresome wait and he thought possibly I might enjoy reading the paper. He refused to accept any compensation whatever. Only one who has been marooned in a small town out of contact with his home papers and with the prospect of a dreary wait ahead of him can appreciate the enjoyment his courtesy afforded me.

I watched him afterwards and noticed he was equally courteous with all of the other patrons of your station,—particularly with on old lady who was anxious about her trunk. As the courtesy of the employes of a railroad towards the traveling public is the greatest asset it can possibly have, I felt that this young man deserved to be called to your attention. I have traveled a great deal and while railroad employes are uniformly courteous, the courtesy is usually of the commonplace sort. Outstanding acts of courtesy such as this beyond the requirements of an employe's duty and beyond what the patron is entitled to expect leave behind a very pleasant memory and create a feeling of sincere good will for the road. I was informed this young man's name is Reagan and I take great pleasure in commending his kindness to you.

Yours very truly,
(Signed) J. C. CAHILL,
Vice-President.

The Most Enjoyable Train Journey

Following is a text of a letter from Mr. Ted Shawn, by Mr. J. J. McCloskey, our city passenger agent at New York City. Mr. Shawn wrote from Victoria, B.C., on August 7th, just prior to his departure for the Orient after having traveled over our line from Chicago to Seattle with Miss Ruth St. Denis, his dancing partner and eighteen other members of the Denishawn Dancing Company.

"We cannot leave these shores without telling you our gratitude for what was the most enjoyable train journey of our lives. We, who have one-night-standed for so many years do not ordinarily associate the idea of a good time with a railroad,—but that is what all twenty of us had from New York to Seattle, and more particularly from Chicago, on. The service was courteous and efficient,—the food unbelievably good at surprisingly low prices—the trip

cool and clean and beautiful. We will never forget it, or you and your many kindnesses.

Miss St. Denis joins me in warm personal greetings."

Royal Treatment For The Sir Knights

Mr. E. E. Ross, Chairman of the Transportation Committee for the Knights Templar of Milwaukee going to the conclave at Seattle expresses the appreciation of the party in the following letter:

Milwaukee, August 28th, 1925

Now that I have recovered from my strenuous sojourn with the Knights Templar, who left Milwaukee on July 19th, for Seattle, returning via the Chicago, Milwaukee & St. Paul Railway, I take this opportunity of advising you of the many courtesies that were extended to us by your representatives, both going with us via the Canadian National Railway and returning via the Chicago, Milwaukee & St. Paul Railway.

Your Mr. Webster, Traveling man, out of Mr. Chapman's office met us at Vancouver, and gave us a lot of material assistance. On reaching Seattle, we called on Mr. Chapman who certainly received us royally and was willing to aid us in any manner, shape or form. I cannot speak too highly of the treatment that was accorded by all. Your Mr. Hillman at Seattle, Mr. Warner at Spokane, where we stopped for three or four hours, also your Supt Rummell, met us at Spokane and rode with us to Avery, rendering all the assistance that was possible, to help us in any difficulties that may have arisen. Your Mr. Prien at Milwaukee together with his assistant, Mr. Cramer, bent all their efforts to make this trip a success and assisted us, especially at Minneapolis and St. Paul in the arrangement of all of our sight seeing trips and with our meals at that point. The uniform courtesies extended by employes of our railroad are commendable and shows that we are receiving 100% co-operation.

If it is your desire, I would like to have this letter published in our magazine, so that our various employes who contributed to the success of the Knights Templar trip, will see this article, and know that their services were at all times greatly appreciated by the participants of these trains.

Your truly,

E. E. ROSS,

Chairman, Transportation Committee

River Division News

M. M.

During the past month Safety First Buttons were distributed among the employes. On the buttons the following words are inscribed "Stop, Look and Listen." No doubt these words of caution will be strongly impressed on all of us from the fact that they are in our possession and are often repeated.

Conductor Loomis spent a few days at the Veterans Convention and renewing old acquaintance. Mr. Loomis met friends whom he had not seen since he worked out of Milwaukee several years ago. Needless to say he enjoyed his trip.

H. W. Peterson, Yardmaster at Wabasha, has purchased a lovely new, modern and spacious home on the west side. Mr. Peterson has moved his family into his new home and we wish you much happiness in your new home, Mr. Peterson.

Mrs. Blossingham, wife of Trainmaster J. W. Blossingham, and daughter, have been visiting in the east for the past few weeks. Of course it will not be so lonely for J. W. B. as the duck season has opened.

Engineer Fred Wilson has been laying off and attended the Veteran's Convention during his vacation. Understand that he made the trip by auto but did not hear details about it.

Obituary

Mrs. James F. Mills, widow of deceased Madison Division Engineer James F. Mills, died at Milwaukee Hospital at 12:41 P.M. Aug. 20 th, 1925.

Mrs. Mills is survived by three sons, Charles E., of Wauwatosa, O. B., of Milwaukee, and Philip C., also of Milwaukee. All are locomotive engineers in service with the Milwaukee Road. Mrs. Mills is also survived by one daughter, Mrs. Richard Cook, of Mt. Horeb, Wis.

Mrs. Mills recently made a trip to the Pacific Coast accompanied by Mrs. I. Torgeson, also a widow of a deceased engineer, and while on the coast was stricken, but was able to return to Milwaukee where she underwent an operation from which she failed to recover.

The family wishes to express their appreciation for kindness shown, to following friends, B. L. E. of Seattle, C. M. Slightam and wife of Tacoma, Women's Clubs of Seattle, Milwaukee, and Madison, Hospital Staffs of Providence and Milwaukee Hospitals, also G. I. A. and W. R. C. of Milwaukee and Portage.

Interment was at Madison, Walter Wilson, J. D. McShane, Thomas Fitzgerald, and grandsons Harvey, Clifford and Wayne Cook acted as pall bearers.

Employes of Madison Division unite in extending sympathy to the beareaved family.

Guess I had better get in touch with the Traffic cop in Wisconsin.

Roundhouse Foreman John Fleming returned the latter part of August from a two weeks' vacation. Mr. Fleming's vacation was not all together a pleasure trip as his aged mother passed away at the home of her daughter at St. Paul. Mrs. Fleming had been ill for the past few months. The funeral was held at St. Paul.

Roadmaster E. E. McClellan is spending his vacation in Missouri, his native state. Mr. McClellan picked out this particular time as he conferred with the weather man and found out that there would be no rain and the Wabasha Division would be all right until his return.

Agent F. C. Beck and his family drove to Madison, Wis., in their new Hudson car. Of course this was an ideal trip to try out the new car.

Crane Operator Jerome Hayes was only at Wabasha a short time when Don Cupid shot an arrow and Jerry was the victim. The marriage took place at Winona and Miss Sass, of Wabasha, was the bride. Congratulations.

There has been an enormous amount of business on the River Division the past month. One day in twenty-four hours there were 31 freight trains.

Chicago G. O. Items

Vila

Mr. Harry Bertell who has been employed in the Comptroller's office for the past twenty years has taken a position with the Interstate Commerce Commission.

Mr. T. D. May at this time is motoring to some Southern Illinois point to indulge in a week of much needed rest. Hope you got it, Tom.

Major J. Thomas has been transferred from the Comptroller's Office to the Information Bureau at Fullerton.

Engineering Dept. now get this "Strate"
On a "Hayesy" day
In the month of "May"
We "Merrilly" found our way out to the "Highlands"
Where we saw a "Paynter" busily engaged cutting "Wood"
And a "Short" man binding up "Bahls" of hay with "Koyl".

Mr. T. M. Cannon and Bill Giel of the Mechanical Department, each asked a young lady "to name the day," and would you believe it they both decided on Sept. 12th. It was rather hard on the Mechanical Department; one at a time is bad enough, but two at a time takes our breath away. Hope the young ladies in there that now are wearing sparklers don't try the same stunt. Anyway lots of good luck is extended to the two young men and their brides for many years prosperity and happiness.

Aberdeen Division

The C. M. & St. P. Ry. Base Ball Team of Aberdeen have just closed a very successful season in the Aberdeen City League, which was composed of six teams. The season was divided into two parts, the honors for the first half being won by the Forestors and the second half by the American Legion with the C .M. & St. P. team as runners up. The first half of the season was not very successful for the Railway team, due to failure of the members to report for practice regularly. The second half found them in the running at all times and they finished but one half game from first place.

The team was very neatly uniformed and the suits which were grey and black striped material had the Milwaukee Emblem on the shirt. The catching department was ably taken care of by Waldt and W. Greer, Bird, Japs and Marshall all pitched good ball, Bird being very effective against all other teams in the league.

W. Greer, first base, Welsh, second base, Soliday, short stop, Parsch, third base with Schrieber, Reid and Hellander in the out field made a well balanced team and their hitting ability made them terrors to opposing pitchers. It is the intention to organize the City League for next season. The league as organized this season, played a very fast game of ball and a number of the players are in line for faster company very soon.

Fred Waters from the Auditor of Expenditure's Office was a recent Aberdeen visitor.

We welcome Mr. Jay Gove new division storekeeper to our division. Mr. Gove coming here from Lewiston, Mont., Mr. J. V. Anderson former division storekeeper promoted to Assistant District Storekeeper at Minneapolis District Store.

Vacations have come and gone for another year. Everyone reports having a delightful time.

Mr. Hiddleston, chief clerk to Supt. Hills had the misfortune to break one of the small bones in his left leg, he will soon discard his crutches for a cane. Bill says this happened while fishing, wonder what kind of fish.

Miss Helen Warner our comptometer operator was called to her home by the death of her father, we all extend our heartfelt sympathy.

George Callahan's crew from Milwaukee are here putting the roundhouse pipe line into condition for the winter.

Johnnie O'Brien, painter's helper at the round house and Wilma Nulla were married August 20th. The young couple have the best wishes of all.

Leo Burke who was recently out of time as Machinist apprentice has just been released from the hospital after an operation for appendicitis and is getting along nicely.

Bob Young, Blacksmith has just returned to service after being absent many months account of a serious injury. All of the employes are glad to see Bob back on the job again.

Mr. McGovern time checker has completed his annual check at Aberdeen.

ment, almost went on an excursion trip sometime ago. His plans miscarried somehow, and WE didn't go, did we, Olga?

Miss Marion Osten, Mr. Young's Secretary, was absent for a whole wee vacation, you know We saw some of the pictures she took at the Dells. She couldn't have had such a bad time,, say we.

Miss Penny Gooch accompanied Miss Osten to the Dells. (Carbon copy for Miss Gooch of the good time Miss Osten had.)

Mr. Frank Newell, the traveling Beau Brummel of the Passenger Traffic Dept., has been giving the girls of Chicago a treat by frequent opportunities to view his hyperion looks on visits in connection with Popular Excursions.

There have been a number of changes in the Purchasing Department recently. Mr. R. J. O'Connor's many friends were pleased to learn of his promotion to Assistant Purchasing Agent. Mr. B. B. Melgaard now has the title of Assistant to the Purchasing Agent, and our congenial friend Mr. Boyd is Chief Clerk, Purchasing Department. Our best wishes go to them for much success in their new positions.

Miss B. Kuhns has been transferred to the Purchasing Department as Secretary to Mr. O'Connor.

Des Moines Division Items

Frenchy

Our Division Accountant is getting so economical and so desirous of saving money for the company that he made out some requests for transportation and canceled the"trip pass" on request leaving the "half rate". It is quite encouraging to see one of our employes so conscientious about making a saving for the company. The strange part of it is he has been in the employ of the railroad for some several years past.

We understand Mr. and Mrs. Chas. Lemley have a new Ford Coupe.

Miss Linda Nelson has been visiting friends in Ogden, Iowa recently.

Mrs. E. W. Webb is contemplating a trip to the East in the near future.

The clerks in the Superintendent's and Roadmaster's offices are still looking for that box of candy from Geo. McCutchen. They say they will soon have to place him on the black list with Kent Hamilton and others.

Mrs. L. L. McGovern is quite ill but is reported some better today.

Foreman G. D. Meats has returned from his vacation spent at Superior, Montana.

Brakeman Fred Anderson complains that he broke two toes recently hitting them against a table. This sounds rather peculiar but perhaps such a thing might happen, under some circumstances, when coming in late at night and not wishing to arouse the rest of the household, etc.

J. H. Thacker is taking a six months leave of absence, expecting to spend some time in Arkansas.

Foreman Carl Peterson is seriously ill and his position is being filled by Arthur Peterson.

Storekeepers Meyer and Steil drove over to the Safety First meeting at Rockwell City, August 7th.

Miss Vyra Stowell of Mr. Warren's office is taking her vacation at the present time.

The next meeting of the Des Moines chapter of the Milwaukee Women's Club will be held at the home of Mrs. Van Vlirt some time in October, the exact date will be announced later.

The correspondent accompanied by her mother returned the latter part of July from a trip to Seattle going out by way of the Canadian Pacific and returning by way of our line. On return trip came through the earthquake district which we viewed at 2:00 A.M. and it surely was a wonderful sight. The work of reconstruction of track is marvelous and is progressing rapidly.



Agent Harvey Gregerson (R), Madison, S. D. and Supt. of Schools, B. E. Johnson, with a string of 50 Crappies Caught in Lake Madison

S. M. West Notes

Ray H. Hoffmann

Roy Caldwell, Section Foreman, at Garden City spent Labor Day at the home of his Father at Madison, So. Dak.

George Martin, brakeman, out of Madison, was injured on Sept. 10th., when he fell from the top of an empty gondola car on which he was setting the brakes. Mr. Martin was taken to the Madison Hospital for treatment and we understand he is getting along very nicely.

A Fuel Meeting, Claim Prevention, and Safety First Meetings were held on successive nights at Madison S. D. Sept. 8th., 9th., and 10th, all of the meetings being well attended.

We wish to extend our sympathy to Section Foreman Chas. Timmons of Romona, in the loss of his little daughter, who died on Sept. 9th.

Roadmaster Joe A. Larkoski is moving his household goods and family to Madison, S. D. from Owatonna, Minn., where he was formerly located.

Agent V. E. West of Egan is taking a two weeks vacation and is being relieved by Ed. Lucas of Howard.

The following Agents attended the Claim Prevention meeting at Madison on the evening of Sept. 9th., Jim Snyder of Flandreau, Ira Seward, of Junius, H. J. Bennett of Fedora, and L. V. Olson of Artesian. They drove up in their cars and are to be congratulated on the interest they take in "Claim Prevention" on the "Milwaukee."

Fred Campbell, formerly Trick Dispatcher at Madison, and now located at Miles City, Mont. visited friends at Madison recently.

Edw. Wesby, of Madison, has returned from a trip west of the river, Edw. spent some of his time at Firesteel and Mobridge, So. Dak.

We were just wondering how much money Roadmaster J. M. Murphy of Sioux Falls lost betting on Johnny Martin to win the Labor Day fight at Sioux Falls. How about it Jerry?

Everybody is talking duck hunting at present the season opening on Sept. 16th., and by the displays in some of the local hardware stores, its enough to give most anybody the hunting fever.

The Madison Base-ball team of which Dud Simpson, Cashier in the Freight Office, is Manager, has closed a successful season, winning a good share of the games played. "Dud" says the question now is "Who's going to win the Worlds Series, Washington or Pittsburgh."

Bad Land Echoes

"Bill Mike"

Fall is 'most here, the fruits are ripe, the ducks, the chicken and the snipe will soon fall neath the hunter's shot. (Some call it sport, I see it not.) Why should men kill the harmless things that dart away on feathered wings? Where is the sport in doing harm to these poor birds so full of charm? To kill so freely, where's the sport of bragging of the kill and mort? In time of need, life to sustain, that is the time to kill amain. But just to kill for the sport's sake, to hunt all day from first daybreak until the sunset shadows fall, I claim that is no sport at all. George Yeoman, the congenial clerk who shortly came into our cirque, was needed home, his father sick. He left for his home bailiwick. We're glad to have him back again, just why, Mike Ryan can best explain. Then Shirley Strong, our singing clerk, (alias "the Shiek" and "The Turk"), on his vacation went away to greener fields, I've heard folks say. Now "Gusty" Bartchey tries to fill the vacant chair with right good will. But we live in a sheltered nook and self blown horns we can not brook. "Wink" Gorman's went and done the thing, taken a wife under his wing. We hope that happily they'll dwell with many "winks" for them as well. "Pop" Greer dismantled his old car and hauled it down the boulevard, ran into poles and fences too as if he'd too much barley brew. He claims the steering gear was wrong, the same we've told him all along. Friend Harry Morse is laying off, in truth he has a bad old cough. And, too, his son was very sick with scarlet fever, red as brick. We're glad to say he's better now. 'Twas a hard pull we'll all allow. 'Tis hard for folks to be cooped in, away from friends and kith and kin. Yet I have found each time I phoned, "The line is busy," central droned. It made no diff by night or day, "The line is busy," central'd say. Peterson, who doles out the oil, is taking a month's leave from toil. Threshing the farmer's grain is he, busier than a bumble bee. Paul Marion and "Pat" Gibeau have gone down where the melons grow, to Kansas City they have gone as representatives anon.

R. & S. W. Division

Lillian L

Brakeman John J. Callahan was quite painfully injured on September first, receiving a cut on the head and strained and bruised his right arm and shoulder.

Bubbles Bates was a Beloit visitor during the latter part of August.

Woe is me, alas and alack! On all red haired girls he's turned his back. He now has one whose hair is black. No more match-making for Lillian L. She'll quit right now—she might as well. She got herself in a terrible pickle. She did not think he'd be so fickle.

A son, Earl Vern, born to Lineman and Mrs. Harvey Spear, Sunday, August 15th. The proud papa was around looking for the correspondent bright and early Monday to tell the glad tidings.

Mr. and Mrs. Chris Hanson took a trip to Los Angeles during August. They brought Miss Audrey back with them, who had been out there spending the summer with her Uncle.

Marvin Brick attended the Winnebago County Fair at Pecatonica, Ill. during August. He went for the express purpose of taking pictures of the "livestock." However, he had not shown us any of the pictures as yet.

Misses Mary McDonald and Helen Fenlon, took quite an extended trip during their vacation, visiting Seattle, Portland, Salt Lake and Denver.

Conductor and Mrs. Bill Smith are some sports when they get started for a day's outing. They started for Chicago on Labor Day morning, and before they got to Bardwell discovered that there was no ball game in Chicago that day, and there were two in Milwaukee, so they stayed

right on the train and went through to Milwaukee.

Miss Frances McGinn returned to work August 31st, after a two week's vacation.

Conductor D. G. McCarty always appeared to be very happy when he had orders to pick up a car of girl scouts at Elkhorn. He had to have eyes in all directions to see that he did not leave some of them behind.

Understand the girl down at Albany has now transferred her affections to Caboose 0239.

Chief Dispatcher Pietsch attended the Fair at Aurora, August 24th. Understand he is making frequent trips to Madison and always goes laden with a box of flowers, candy, etc.

Miss Nellie Menhall spent her vacation at Lake Waubesa, Milwaukee and Chicago. She reports a wonderful time.

Heine Funk was a week end visitor at Beloit recently.

Understand that Mrs. John I. Marsh, wife of the Agent at Shirland and a respected member of the Women's Club recently "fell" for two Milwaukee slickers. If she won't tell you about it, ask Mrs. Miller. She will be glad to go into details.

Mrs. Edna DeShon, wife of Brakeman Jas. B. DeShon, passed away at her home in Milwaukee, on August 17th. Funeral services were held at the residence, 378½ 16th Ave. Interment at Union Cemetery. Our sympathy is extended to the family and friends.

Mr. Claron Hazeltine, Asst. Cashier, Beloit Freight Office, was united in marriage to Miss Gladys Taylor on August 19th. They honeymooned at Niagara Falls and other Eastern points.

Lloyd Rumelhagen has joined the Superintendent's office force at Beloit.

Had a Grand Time

Most every one, some time, has noticed,
As he journeyed along life's highway;
Some quite old wheel horse will wobble,
And stray into a pathway more gay.

An old time Milwaukee Conductor
Who on business seems always intent,
Got aboard The Shrine Special westward
For Los Angeles on pleasure he was bent.

He stopped off one day, for a visit,
With his friend "Jig" Gregg at the Bluffs;
And the stories they told to each other,
Would make cyclones seem just tiny puffs.

From the Bluffs, he continued his journey,
O'er the Union Pacific's fair route,
Which landed him bright as a dollar,
In the city located far out.

The good times he enjoyed now are history;
For the Shrine always puts on the best;
This conductor said, "enough is plenty,"
And started back home from the west.

He must surely have got the wrong signal,
Or else was filled up on sea-foam,
For the train he got on, was a way freight,
And on it, he got headed for home.

It took quite a while on a local
To get east of the "Rockies" again,
It seems that it didn't enter his head
That he'd made a mistake in his train.

This mistake to some, may seem funny,
But to him it would never seem queer;
For at home he's a way freight conductor,
And his name you can guess—"Bert Brashear"

G. L. R.

Deer Lodge Notes

Walter B. Strawn

Tokley speaking—"Say, I've got an idea."

Laura butting in—"Well, be kind to it. The poor little thing is in a strange place."

Fracis Hale—"What is the difference between hydraulic jacks and smoke jacks?"

Mr. Carr—"Do you know what a smoke jack is?"

Miss Hale—"Certainly. It is one of those little jiggers you put under cars to raise them."

One day a little over a year ago some one asked Russel Nash if he had picked out a girl in Deer Lodge. Russel had been here about two weeks at that time.

He replied that he had seen but one girl here that had interested him. He did not know her name, where she lived, or anything about her, but he was certainly going to find out.

A few days later he announced that he had met the young lady and that her name was Lilly Oliver.

A few days ago the engagement of Miss Lilly Oliver to Mr. Russell O. Nash was announced.

Edith Jeffers has returned from a trip to Milwaukee and points in the East. She brought back with her a diamond ring, and a happy smile.

Joe Hurst, Power Plant Engineer, sent his eight-year-old grandson in California a present of a ten dollar bill. In a few days he received this surprisingly short and crisp note,, written in a childish scrawl; "Thanks, Old Top, for the ten spot."

We overlooked Victor Berryman on our stork bulletin last month. His was a girl too.

Conrad Evans is the proud father of a girl. Girls, nothing but girls. I guess there ain't going to be any more wars.

Some one sent in for publication the following mysterious item. It doesn't mean a thing to me, but perhaps it does to some one,, so I am sending it in:

"Rudy Reynolds says, "Them's healthy smells."

Sybil Hobart went to the Coast for a vacation and is going to make a little trip to Canada. She wants to get as close to Alaska as possible. It is reported that Former Roundhouse Clerk Evelyn Jensen who has been employed in Alaska for some time, is going to marry an Alaskan man.

M. C. B. Gossip

"Lee"

Ethel Mallon, Marcella Claffey, and Julia Barrows, spent their vacation in Yellowstone Park, and between shooting bears, (with a camera of course,) feeding chipmonks, admiring the views, dancing, sleeping, and eating, they managed to have the time of their lives.

"Oh, it won't be for a long time," exclaimed Loretta Bush when she excepted congratulations on a certain sunny morning when she appeared with a certain kind of ring, on a certain finger. But we wonder you know Loretta, others around here have said the same thing.

Fern Hawkins had a nice vacation all planned, but you know the way of the best laid plans of mice and men, not to say anything about those of women. Fern found herself in the hospital instead of some place in Iowa. Appendicitis certainly is anything but pleasant, but it good wishes can make Fern well, she will completely recover her health in short order.

Julia Barrows couldn't have picked out a slicker way of getting sunburnt than when she put on a slicker after swimming to keep from getting sunburnt. The sun and the slicker worked together so slickly that poor Julia was so stiff and sore for two days she couldn't raise her arms high enough to be able to powder her nose. Imagine such a calamity, it's bad enough to ache all over without being forced to face the world with a shiny nose.

Morris Kaufman has been promoted to the position of Mimeograph Engineer and dresses to suit the title, but the first appearance of his cover-all overalls, had a startling effect on the office force.

The tinsmiths downstairs recently stirred up memories of the visit of the skunk, when they burned muriatic acid beneath our windows. The stock yards of Chicago had nothing on the office that day.

Lee Murray is out on the line instructing the train crews on heating and ventilation, so that the passengers will be comfortable this winter. Wish he would do a little instructing around the office so that we wouldn't have to freeze every morning and bake in the afternoon all winter long.

Why doesn't Alfred Koch wear his cretonne vest? What's the matter Alfred was the kidding to much for you? You really ought to wear it again, you know there were some folks away on their vacations who missed it.

Arly Buetow leaned back in his chair "a la President" and the next thing he knew both he and the chair slid under his desk. My but he worked hard after he picked himself off the floor.

Here's the latest Erwin Weber is trying to make us believe. He said he took a girl out five times before he found out what her name was. Now you tell one.

Frank Skola harvested corn over Labor Day. He explained he must keep his muscles in trim so he can master the ever-growing file department.

Harriet Badger spent her vacation in Minneapolis and made a most surprising shopping tour.

Will somebody please answer the following notes?

Lee: Please explain how Julia lost two pair of brand new silk hose while on her trip.

W. E. Heardher

Lee: I want to know how Andy is and Ethel wont tell me. How can I find out?

I. Wonder

Rail Rumblings from St. Paul

"By Allen"

As we write this, The Minneapolis State Fair is going full blast and the city is filled with visitors brought in by the railroads at their excursion rates of one cent per mile.

The people of Minnesota are proud of their State Fair, for it is the largest of its kind in premiums, attendance, buildings and grounds.

Rice county, served by the C. M. & St. P. R. R., carried away the sweepstakes for the county exhibits. Northfield and Faribault are two of the largest towns on our rails in that county.

We are glad to have Vince Moran back in the office again after an absence of about ten years. Vince is an all around clerk and able to sit in at any desk in the local office. He has proven that since he came back.

Frank Garvey is spending his vacation at Centerville, Minn. a small hamlet near Hugo. Small but very important.

Why all the target practise lately Dennis? Are you figuring on going to war or getting married?

For business I believe we all agree this summer has been a hummer. And right now I want to tell you we are getting all dressed up "dolled up" in a coat of red paint. Just take a look at our freight house from top to bottom. Looks like a new building.

Al Bieber former revising clerk was a visitor at the office the past week. Mr. Bieber is now located at Chicago.



Does Happiness Cost Too Much?

THERE is no catalog number for "happiness," but we sell it just the same. You'll not find it illustrated, but it appears on every page. The frock for the young lady's first party; the boy's bicycle; dad's radio; mother's new coat. Don't they all mean happiness? And could all of them be had if Sears, Roebuck and Co. wasn't able to sell good merchandise at such low prices?

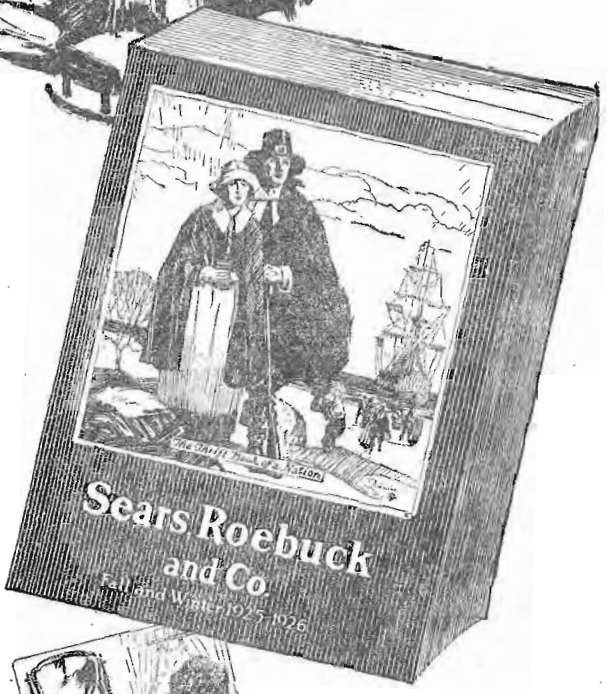
A customer recently wrote us: "I take great pleasure in showing my furniture to my neighbors. I shall always advertise you by your honesty and great bargains."

Things like that—and every day's mail contains a great many such letters—make us feel that we are a real factor in the lives of millions of American families. You could hardly blame us for feeling a bit proud in helping these folks to a little happiness they might not otherwise have been able to obtain.

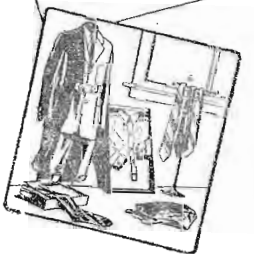
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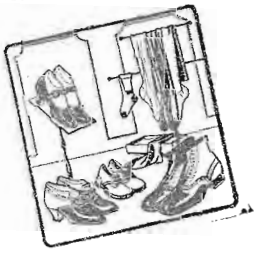
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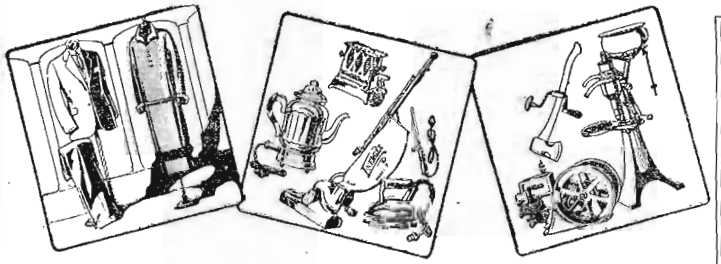


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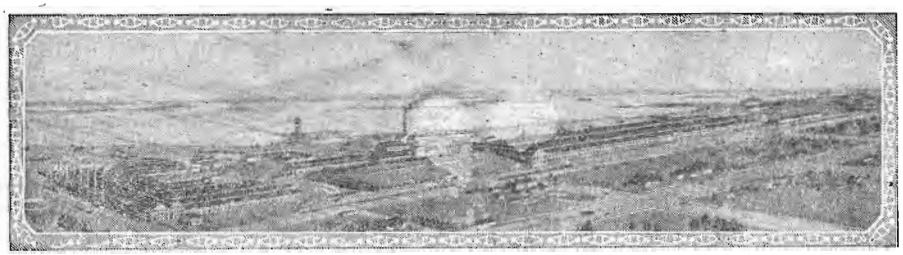
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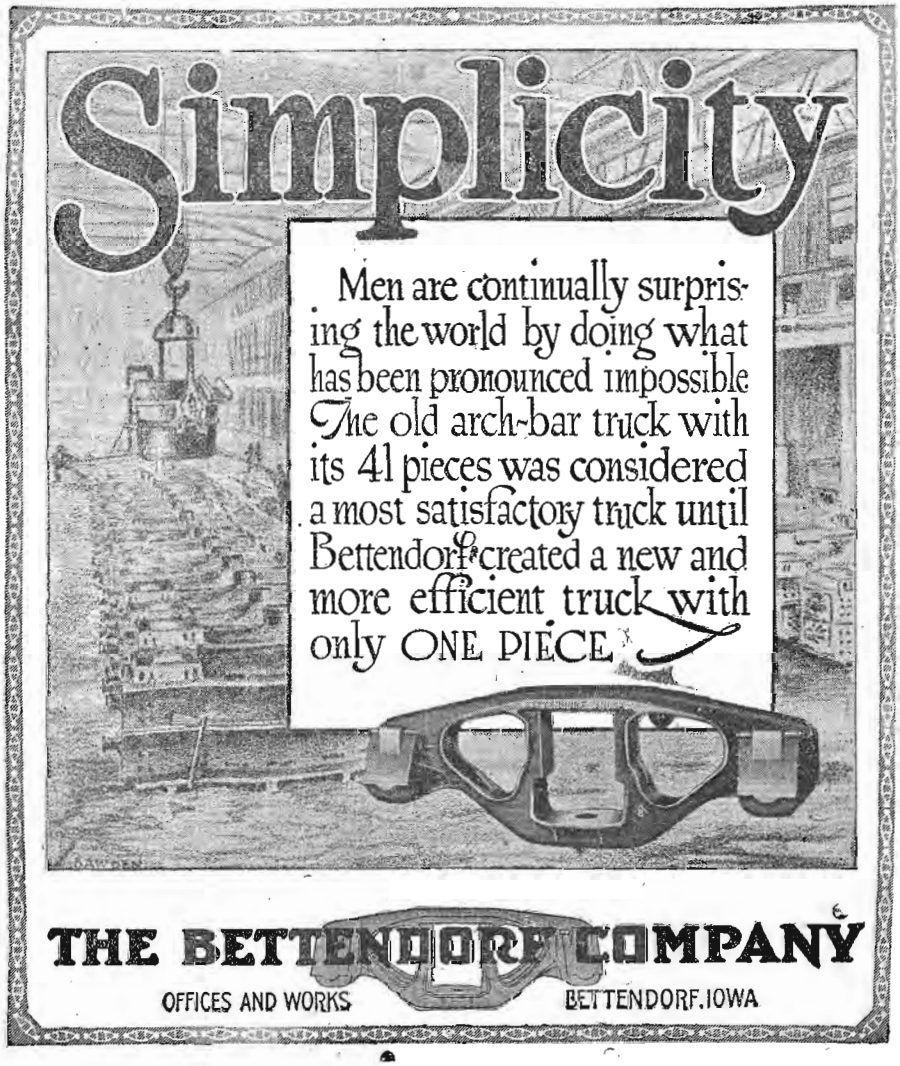
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Twin City Terminals

Mac

Some changes have been made in the local Freight Office during last month. Harry Nee was promoted to the position of Grain Disposition, Alfred Wareham to Crip Clerk, Chas. McLean, Utility Clerk, Wm. R. Bentley, Claim Clerk and Pat Flaherty to Storage Clerk.

The Twin City Railway Business Women of which 39 C. M. & St. P. Ry. girls are members, opened their Fall season with a roof garden party at the Nicollet Hotel, Tuesday, Sept. 15th. They broadcasted a program from W. C. C. O. and Milwaukee Division was represented by Katherine Wright in a group of Pianologues.

Miss Helen Neary was married to Mr. Carl R. Sheridan on July 29th at Los Angeles, Cal. Mrs. Sheridan was at one time employed as stenographer in the cashier's department of the Local Freight. We extend congratulations.

Miss Elizabeth Hessburg spent her vacation at Belle Plain and Dubuque, Iowa.

Mr. Arthur Lundhurg and family motored to Black River Falls and Belair, Wisc., last month.

Mr. Henry Rudd Local Freight is the proud father of a baby girl.

Miss Margaret McGrath in Mr. VanDyke's office, spent her vacation visiting points of interest in California. She went over the Milwaukee Road by the way of Seattle.

Miss Myrtle Henry of the Traffic Department spent her vacation visiting her Aunt and Uncle in San Francisco.

May McAndrews is relieving on the expense desk.

Miss Dorothy Thorne has accepted a position on the expense desk and Miss Hazel McMahon as abstract clerk.

Sam Salter took a trip to Chicago on his vacation.

Lester Nyberg and Alfred Wareham spent their vacations golfing, and claim they had the best vacation of all.

Otto Pontzar took a trip to Winnipeg last month.

William Healy spent his vacation up on the Farm.

Miss Ruth Youngberg and Mother visited relatives last month at Duluth.

Mr. Marsh of Chicago has been a caller on the Demurrage Desk.

Dubuque Division

J. J. Rellihan

The time is getting short until the snowballs will be again hitting us in the back of the neck.

Most all of the boys at the Dubuque freight house have had their vacation and at this writing Louis Jaeger is investigating the mysteries of Milwaukee and Chicago.

Train Dispatcher Ed Olsen has returned to his position at Dubuque after spending the

summer in the automobile business in Cedar Rapids.

Wm. H. Mann, formerly engineer on this division, died at his home in Minneapolis, Monday, Sept. 7th, the cause of death being a severe attack of pneumonia some time ago, and he had never completely recovered. Mr. Mann was employed on this division until about 15 years ago, when he moved to Minneapolis, still being employed by this company, at that point. Surviving him are his wife and one sister, who resides in California. The remains were brought to Dubuque where the funeral was held Sept. 10th. The pall bearers were Frank Mann, Dennis Schaffner, Charles Strazinsky, Joe Chaloupka, James Fox and Edward Horning, all engineers on this division.

Frank Duffy, the courageous bill clerk at the Dubuque freight house, spent his vacation on the farm in Wisconsin, looking over the crops and getting a few pointers on farming, so that he can try them out in the back yard.

Condr. R. H. Kearney is now in charge of the north end way freight with the LaCrosse Sunday lay over, displacing L. E. Dunham, who is now on the Time Freight. This must be quite a vacation for the "Jap" as he handled packages ever since entering the railroad service.

After a furlough of six months which he spent on the farm at Harpers Ferry, Brakeman Ambrose O'Neill has resumed his duties,, working out of Dubuque.

Condr. Billy Cutting took a couple of weeks vacation and during that time attended the Veterans Convention at Milwaukee.

Trainmaster W. J. Whalen, was up from Joliet and spent a few days at his old home in Lansing. His mother has been in poor health for some time, but at this writing is greatly improved, which is pleasing news to the many friends of the family.

Flossie Hess, Agent Whalen's stenographer, visited Chicago recently for the first time in her life, and from the looks and reports of things, its a good idea if all future passengers to the Windy City, would consult her as what to see and how to see it, before going to the big show.

Engineer Mike Brophy submitted to a surgical operation at Mercy Hospital, Dubuque, last month and at this writing is getting along in good shape and will soon be back on the road.

Section Forman Larry Lannigan, of Waukon Junction, who has been in charge of the branch section at that point for several years has resigned, Bernard Valley, an employe on section 19, being assigned to the vacancy.

Agent Fred Intlekofer of Waukon has gone to Rochester, Minn. for medical advice. Joe Gerkey is in charge of the station while Fred is gone, and it is the wish of his many friends that there is nothing seriously wrong with him.

We aren't running so awful many trains—they are hauling everything in one, ever since the L-2 engines were put in service on this division.

Papa Pregler of the Dub Freight House still insists that he gets plenty of sleep at night, but the boys don't seem to think so. They are blaming the baby boy.

Agent Whalen of Dubuque spent his vacation in Canada. Wonder what the attraction could be.

Martin Whalen veteran section foreman of the Dubuque Divn. attended the "Vets" convention at Milwaukee last month.

Condr. "Spike" Hanley is confined to Washington Boulevard Hospital, Chicago, where he underwent a surgical operation.

Tommy Hogan, Agent at McGregor took his annual vacation last month, M. H. Murphy doing his stuff around there during Tom's absence.

Wish some of our good readers would send in estimates to Roland Ralston, care of the Dubuque Freight House, as some of the boys would like to discourage him for at least a year. Now brothers do your bit.

Condr. D. H. Laury was off his run a few trips last month, attending the wedding of his son David, the lucky young lady being Miss Agnes Quirk of Dubuque.

Engineer Joe Chaloupka and Miss Zella E. Groat of Dubuque , were married at Minneapolis, Saturday, Sept. 5th, in the First Presbyterian Church, the Rev. John Tallmage Bergen, pastor officiating. Mr. and Mrs. Chaloupka are now residing at 440 West 14th Street, Dubuque and have the well wishes of all the Dubuque Division employes on their matrimonial voyage.

Roland Ralston, Dubuque Freight Office, has now entered his last bowling season as the future Mrs. insists that he will have to stay home nights after the double ring cermony and the kid is making good use of his short time. Oscar has been warned of the cold winter and the coal strike.

The following appointments have been made. Harold P. Bacon, clerk at Caledonia, Francis D. Evans, Ticket Clerk at McGregor, Miss Florence Hess, General Clerk and Stenographer, Dubuque Freight House.

Northern Montana Division

M. N.

W. E. Kier and wife went to Butte the latter part of August, staying over Sunday in the Big Hole River country fishing. Dick says he caught about sixty BIG ones. (Of course, they were "big" ones.)

Robert William, weight 7¾ pounds, arrived at the home of Mr. and Mrs. Edw. W. Brasch August 9th.

Conductor John P. Rice is again back on this Division, having taken the Lewistown-Harlowton passenger run.

Anna B. Taylor has just returned from a very pleasant vacation spent in Minneapolis, Chicago and other eastern points. She must have had a pretty good time as she had to take an extra day to rest up in before going back to work.

Fireman C. J. Mondlock has been called to Spokane account illness of his Mother. Graham Switzer is taking his place on the Lewistown-Great Falls passenger run.

Mrs. Thos. Erickson and children are visiting in Seattle.

H. F. Morris has been transferred to this Division from Mobridge as Instrument Man.

Brakeman Frank G. Hauser has been called to Malden, Wn., to report for duty.

Mrs. Wm. Rozell made a hurried trip to Salesville, Montana, to visit her son who has been ill at that place. She found him much improved.

We're all looking forward to September 15th. On that date our Chief Clerk and Division Accountant will take their trusty muskets and hie themselves to the sage brush. They've promised each of us a chicken.

Mrs. M. L. Weaver and son Charles are visiting in Lewistown from Great Falls, having come over to take in the Fair.

Chas. Galvin, Bridge Carpenter of Mobridge, is back on the Division.

Quite a bit of ballast has been hauled the past few weeks for the Great Falls-Harlowton line, and the track forces have been busy improving the line.

Grace and Dorothy Hildahl, daughters of Section Foreman D. F. Hildahl, left the first of the month for a visit in Spokane.

Dearborn

DEARBORN TREATMENT is adjusted to correct actual present tendencies of locomotive boiler waters shown by analyses made from time to time.

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THE PYLE-NATIONAL CO.
The Pioneers and Largest Manufacturers of Locomotive Electric Headlight Sets
General Offices and Works
CHICAGO, ILL.

Constantine Nicola, Ass't Foreman, Lewistown,, has been transferred to Coffee Creek as Section Foreman.

Brakeman J. C. Donnelly has returned to Tacoma.

Thomas Jones of the Track Department, is taking his annual vacation, spending it this year in Minneapolis, Chicago and Indianapolis.

W. E. Ring and H. F. Morris spent Labor Day in Great Falls.

Jim Anton of Hoosac, is visiting in Chicago.

K. C. Stewart, Rate Clerk, Great Falls Office,, is taking a three months vacation; D. Y. Wilson is relieving him.

Albert Donker has been assigned to the position of Car Clerk at Great Falls.

Otto J. Blatter and Mrs. Rita Folp were married August 20th, at Lewistown leaving on train No. 116 for Seattle. Congratulations, Otto.

J. Z. Ramsey, agent at Denton, has grown a pronounced eyebrow on his upper lip. Jim, get out from behind that bush—this is hay fever season.

Iowa (East) Division and Calmar Line

J. T. Raymond

Mrs. G. W. McElwain wife of Engr. McElwain passed away at her home at Marion, Sept 7th. Funeral services were held at Marion Sept 9th, conducted by Rev. W. R. Lloyd of the Congregational Church of Marion and the remains were taken to Mendato, Ill, for interment. Engr. McElwain and family have the deepest sympathy of all the employes on the division in their berevement.

H. R. Perrin has gone to the coast line to solicit new memebers for the Milwaukee Employes Pension Assn., he is reporting success.

The trainmen report "Port" Weavers section between Stone City and Anamosa is one of the pieces of show track on the railroad, not a spear of grass to be seen, if there were any prizes to be handed out "Port" would surely "cop" one.

Alice McGuire enjoyed her vacation touring Yellowstone Park.

Mr. and Mrs. J. J. Kindig of Perry were guests of Mr. and Mrs. L. A. Turner Labor Day, at Marion.

Mr. and Mrs. J. T. Gallivan spent a ten day vacation at Green Bay, Wis., visiting their daughter and family at that place.

Mr. and Mrs. R. L. Taylor of Marion spent a months vacation visiting relatives and friends in Montana and West coast cities.

Mr. and Mrs. C. A. LeRoy of Marion spent a ten day vacation visiting friends in Montivedo Minn., making the trip by auto.

Agent F. N. Rathbun of Elk River Jct. was away on a two weeks vacation, visiting relatives at Waterloo, Iowa and Bedford, Ind.

Agent J. Maloney of Sabula was off for a few days visiting in Minnesota.

J. H. Winsor, who has been at Pasadena, Calif. for some time writes that he expects to return for a visit in October.

We observed the following Employes from this division at the Veterans reunion at Milwaukee, Ed Templeton, C. R. Cornelieus, John Conway, Mr. and Mrs. J. A. Hensley, Mr. and Mrs. Ed Forbes, Henry White, Steve Parmenter, Mr. and Mrs. Sam McCormac, H. L. Stevens, W. I. Roche, Geo. Kindler, Mr. and Mrs. W. H. Barber, Mr. and Mrs. Robert Cessford, Mr. and Mrs. Chris Waring, Mr. and Mrs. John Herbstreuth and Oliver S. Thompson.

Mr. and Mrs. Chas. Greene of Savanna attended the reunion at Milwaukee, Charlie's friends were very much pleased to see him so much improved, and enjoying the occasion. He is now working at Savanna Round House.

Operator R. E. Ogg of Oxford Jct., has taken a three months leave of absence and has gone into business at Manchester, Iowa, his many friends on the division wish him success in his new field.

Operator W. H. Kesting is working 1st "Ma" Marion during Mr. Gallivans absence, M. J. Marchant on 2nd in place of Taylor and E. E. Edwards an 3rd in place of Kesting.

Opr. G. H. House of Paralta was off duty for a few days attending the State Fair at Des Moines.

Condr. and Mrs. J. J. Troy went to Des Moines to take in the State Fair.

General Supt. C. H. Buford spent Sept. 11th at Marion and Cedar Rapids.

Mr. and Mrs. Geo. Barnoske and Mr. and Mrs. Wm. Reep and daughter Wilma of Marion attended the reunion of the Milwaukee Veteran Employes at Milwaukee.

J. L. Franz, Chief Clerk to Asst. Genl. Manager, O. N. Harstad of Chicago spent Sunday Sept. 13th in Marion visiting his mother.

Passenger Brakeman Geo. Adams was operated on for appendicitis at St. Lukes Hospital, Cedar Rapids, he is improving rapidly.

Yard Clerk Chas. Landis of Marion had the misfortune to brake a bone in his foot and has been off duty for some time.

Agent A. J. Gibson of Dixon is taking a two weeks vacation, Relief Agent Erdman is relieving him.

Operator B. H. Haffner of Sabula visited relatives at Sigourney, Sept. 6th.

Some one in Marion took certain liberties with these notes in the September magazine. The guilty culprit will be duly apprehended and punishment inflicted to fit the crime.

Passenger Brakeman J. H. Hunter who has spent several weeks in the West on business has resumed work on Nos. 19 & 8 between Marion and Council Bluffs.

Passenger Brakeman Fred Holsinger and Otto Keickhaefer have returned from their vacation trips and resumed the "old grind"

Passenger Conductor Frank E. Pike on the Maquoketa-Davenport run has resumed work after several days off duty account sickness. Condr. J. H. Pulley was relieving.

Passenger Brakeman J. P. Cronemiller on Nos. 7 & 8, Chicago and Marion, is off duty account sickness.

Train Baggageman G. A. Larkin is laying off a few days and with his family is visiting in Chicago.

Condr. L. A. Franke spent a week or so visiting relatives in Charles City, Iowa.

Passenger Brakeman Ralph Seager and wife have returned to Marion after several weeks spent in Minneapolis where Mrs. Seager submitted to an operation.

The children of H. J. Murphey, Trainmaster's Clerk, have have returned to Marion and resumed their school work after spending the Summer in Seattle, Wash., with their grandparents.

H. J. Murphey spent a week in Minneapolis and St. Paul visiting relatives and friends.

Passenger Brakeman Ross Fowler, who was doing extra passenger work out of Marion, was called home to Manilla account the illness of some of his children.

Passenger Conductor Geo. Van Tassel has resumed work on Nos. 4 & 19, Marion and Chicago, after a vacation of several weeks spent in travel. This puts Condr. Shank back on the "merry-go-round."

Mr. and Mrs. W. H. Applegate spent several days in Milwaukee attending veterans reunion.

H. & D. Division

"Doc"

It is reported on very good authority that one of our Division Officials figures on wearing asbestos pants when he goes riding on motor cars hereafter. He was accompanying Chief Carpenter and Carpenter Foreman Severson on an inspection trip recently. Iver's car, as most everyone knows is a converted Ford, and insisted on blowing off the radiator cap. Sitting on it wouldn't make it stay put and it boiled over anyway, hence the asbestos pants.

We noticed "Pancho Villa Sizer" limping around some the past month. Inquiries developed he and "Ikey Andres" were practicing a new tango for our next annual picnic.

Paul Bergendahl, our Chief Carpenter's Clerk, sure has an awful time with his bees. Really don't know whether Paul's looks are deceiving or what, but as fast as he gets over one stinging they lambast him again.

Our Asst. Divn. Accountant, Clara Samdahl, reports a fine time on her vacation trip in the Canadian Rockies; rode the ponies and explored the canyon and everything.

Trainmen's Timekeeper, Harriet McLaughlin, also reports a fine time on her vacation trip to the Coast; climed Mt. Ranier, snow-balled the guides and gambolled around generally.

Enginemen's Timekeeper, Myrtle Brown, journied around Wisconsin points while on her vacation and found everything looking fine in that country. She said she couldn't get any sleep on the way back until she got on the H. & D. —didn't know exactly whether it was the roadbed or the way the engineer's handled the train, so we do not know just who to hand the sugar to.

"Doc" also got back from his vacation. Troutfishing was his big entertainment. Aside from falling in the creek trying to save a whopper he met with no serious mishaps.

Aug. 11th our Safety First Meeting was held at Milbank with an attendance of about 50. There were good talks on Safety and numerous suggestions offered. At close of the meeting refreshments were served in the shape of watermelon and cigars.

Chief Clerk V. M. Reichert spent his vacation at Waterloo, Ia. and round about, his old stamping ground. Betwixt himself and the gate post he says he had a busy time but not enough of it; that is, all at once.

Divn. Acct. O. L. Lodge is busy these days getting his Star car back into some sort of shape. Beats h____l those darned Fords can't keep off the highways, but they just don't.

Miss Julia Johnson has consented to stay with us a little while as comptometer operator. We found one of her predecessors was a toe dancer during her spare time—after she left here, of course. Now Julia, don't keep your accomplishments to yourself. We're sure you have some.

Now, there goes Condr. John Rostratter committing matrimony just previous to the grain season rush. Congratulations, Joe.

At Lakeville, Friday the 28th, fire totally destroyed hotel, restaurant, garage, confectionery store, land and real estate office, and one vacant business building across from our depot. Fortunately there was no company property destroyed except a crossing sign.

Speaking of crossing signs brings to mind our SAFETY FIRST HIGHWAY CROSSING CAMPAIGN FOR 1925. For the H. & D. Division we received and turned in 278 Pledges No. 1, for those who drive automobiles, and 208 Pledges No. 2 for those who do not drive automobiles, a total of 426 for the division. The signers of these pledges revealed employes in all classes, farmers, merchants, bankers, store clerks, draymen, barbers, traveling salesmen, and even truck drivers, so you can easily see interest in Safety is pretty well distributed along the H. & D..

C. A. Leroy, Chief Clerk, Supt's Office, Marion, Ia., was a visitor along the H. & D. recently, accompanied by Mrs. Leroy. Charley used to be C. C. at Montivedo.

Dependable
RAIL ANTI-CREEPERS
CHICAGO THE P. & M. CO. NEW YORK

With the grain and stock movement practically in full swing everybody is pretty busy these days. There are grain and stock cars that have to be kept moving, all power in the best of shape trains delayed as little as possible, and atop all that one of the dryest spells we've had for quite a long time, with the result that everything is as dry as tinder. Now, fellows, keep your eye on fire prevention. We don't want any burned bridges this fall, or anything else. And the section men will have their hands full to see the right of way is in such chape as will prevent spread of fire. We had some bad cases last year, and they cost the Company a great deal of money.

Wisconsin Valley Division Notes

Lillian

Mr. Leslie McCormack, formerly of the W. V. Division, now engineer on the Rocky Mountain Division, with headquarters at Deer Lodge, was visiting his parents at Wausau. He was accompanied by his two sons. We are glad to know that "Les" would never fail to call on his old friends in the Superintendent's office and we were all pleased to see him looking so well.

Mrs. C. H. Conklin, who has been receiving treatments at St. Mary's Hospital has recovered sufficiently to be able to return to her home, where with plenty of rest and fresh air, we expect her to recuperate and be in perfect health.

The following were guests at the home of Mr. and Mrs. Henry Gilham. Mr. and Mrs. Jack Wilds, their son and daughter, Ione, of Miles City, Montana, and Mr.. L. Lyman of Great Falls, Mont.

Mr. W. J. Thiele and C. U. Smith are making a trip over the division.

Dispatcher H. L. Vachreau has returned after a six weeks vacation which he spent up in the northern woods.

Roadmaster Ed. Callahan and wife and Mr. and Mrs. Ray McCulloch are motoring through Wisconsin, Minnesota, Dakota and Canada, they expect to be gone several weeks—Postal cards received from Ed would indicate that Canada is not quite as dry as Wisconsin.

News this month seems scarcer than ever, have tried everywhere and every source to gather some interesting facts, but have been unsuccessful—Hope someone will come to the rescue for next month—there should be some snappy news on the Wisconsin Valley division and will be glad to receive any items of interest.

Mr. and Mrs. R. C. Sivertsen of Tacoma, Washington were visiting at the home of Mr. and Mrs. T. H. McCarthy.

Miss Edna Larson left Saturday evening for a two weeks vacation which she will spend at Tacoma, Portland,, Seattle, also visiting Rainier Park. Edna has been on quite a few sight seeing trips the past year, which appears to be rather significant for she always claimed she would see the west before settling down.

I. & D. Items

J. L. B.

Veteran Conductor Geo. Bryan is back on the job again after a long vacation. Geo. took in many places of interest on his trip including Seattle, Los Angeles, Alaska and a run down to little old New York. He comes back on the job looking in the pink of condition and reports having a fine vacation, and a most enjoyable trip.

Chief Dispr. L. R. Meuwissen and family have returned from their annual vacation, which they spent visiting Mr. Meuwissens father in Minneapolis. They also visited with old friends and relatives in Aberdeen, S. D., where Mr. Meuwissen was formerly a trick dispatcher. Len says its nice to go back and see the old crowd but after all, Mason City looks pretty good to him.

Leo Montgomery, time keeper in Supt's office, Mason City spent his vacation at Lakes Okobodji where he put in his time fishing and swimming and taking a real rest. They say that although Leo didn't have much luck at fishing, he was right there with the bathing beauties, for which these lakes are particularly noted.

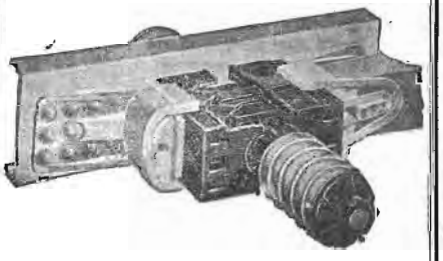
Dispr. M. J. Ramsey and Mrs. Ramsey run the speedometer of their new Exxex coach up about three thousand miles on their vacation which they spent motoring to many points of interest thru Iowa, Minnesota and Wisconsin. Mark and his wife think there is nothing like the great outdoors, and they sure made the most of it during their two weeks off.

Dispr. F. M. Smith is back in his chair on first trick at Mason City after spending his annual two weeks visiting his daughter and family in DesMoines. Frank tells us that he was having such a pleasant time that the two weeks slipped away so fast he could hardly realize that it was time to be back at the old train sheet again.

Miss Mabel Byrd, comptometer operator, in Supt. Christoffers office completed a very pleasant two weeks vacation visiting with friends and ———well somebody else in Chicago. Mabel also put in some time at Star Lake, Wis. She did not let us in very much on the details of her trip, but did say that she had a wonderful time, and had gained about five pounds in weight.

Trainmaster and Mrs. R. H. Janes have returned from a very pleasant trip to New York, Philadelphia, Boston and other eastern points, where they spent a delightful time visiting relatives and renewing old friendships and acquaintances of former days. On their return trip Mrs. Janes reports having a very pleasant and interesting visit with Mrs. Carpenter

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Munsey Bldg., Baltimore, Md.
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Chemical Bldg., St. Louis, Mo.

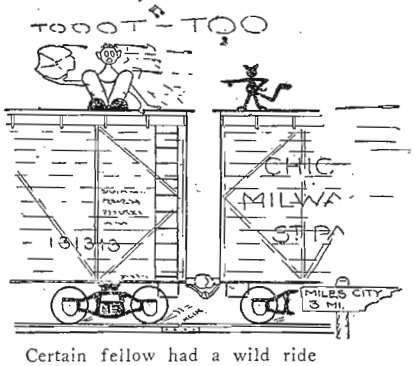
Kendall, editor of the Milwaukee Employes Magazine. Mrs. Kendall proved to be a very charming hostess, The Milwaukee Employes Magazine, its relation to the employes, its aim and future were discussed, and Mrs. Janes who has always been an ardent admirer of our beloved editor,came away with a better understanding, and was most generous in her praise of the work being carried on and built up by Mrs. Kendall.

Miss Ruth Scott, asst. timekeeper, Supt's office, who spent her two weeks vacation, visiting friends and relatives in Freeport, Ills. is back at her desk. Ruth was all smiles and happiness on her return, which makes us think there is someone in Freeport besides just relatives and friends, that causes her to step along so lightly.

Now that the summer vacations are about over, and most everyone settled back on the job for the winter, we are beginning to look forward to the resumption of entertainments by the Milw. Womens Club again. Last years series of parties were greatly appreciated and enjoyed by everybody, and now that the women are more experienced and better organized, and with a greater knowledge of how to handle these affairs, we expect that this season they will make an even better showing than ever. No organization was ever a real success unless everyone would join hands and do their bit when their turn comes. This is a club of wives and daughters of employes of every branch of the service, and every single one should co-operate to make it a great success. Suggestions of any kind will be gladly received by the different committees who are appointed. These committees are often at their wits end, trying to figure out interesting programs and are only to glad to have any member offer a suggestion that will help to solve their problems. Don't stay away and say "O, they won't listen to me." If everyone would do that, complete failure would be the result. So let us all do our part to make this a banner year. We, the employes wives and daughters and women employes, its our club, its for our amusement, it brings us all together, and tends to promote a more kindly understanding and a better feeling among us. Let all join the merry throng, and put this year over with a roar that will be heard all over the Milwaukee system.

Musselshell Minutes

By Helen Kirwan



Certain fellow had a wild ride
Up on top O his pack beside.
Bareheaded O eyes aglow,
Cheeks color of December snow.
Oh, kind sirs, please slow down
So I can hustle back to town.
Train slowed down—he jumped to earth
And hoofed it back for all he was worth.
Rode three miles—walked back six,
Says Never Again—Nosirnix!

Mr and Mrs. Frank Wolfe and family have returned from a pleasant vacation spent with home folks in Chicago and Minneapolis.

Mr. and Mrs. A. H. Olson motered to the Black Hills, and expect to visit relatives in Warner, S. D. and Little Falls, Minnesota before returning home.

Edith Petterson and daughters left this week to spend a month with relatives in Minnesota.

Dr. Don Elder hung his sign on the Trainmaster's door and we don't know just how he is dividing his time between pulling teeth, pecking the typewriter and pushing the pencils. Hope he gets Rogers his new set of false ones pretty soon—he says he is getting tired of eating mush. Dougherty says "Next."

Mrs. Weber spent the week end with home folks in Butte recently.

Mr. and Mrs. Fred Gauw were called to St. Paul last week on account of the serious illness of Mr. Gauw's mother.

Old friends of Mr. James Wilson were sorry to hear of his sudden death in Seattle this week.

The members of the Milwaukee Club are looking forward to a busy season of social and charitable activities. On account of the hot weather the last two meetings have been postponed.

Bernard Burns is visiting relatives in Anamosa, Iowa. We're expecting to hear all about the cornhuskers when he returns.

Mr. J. J. Foley returned recently from a visit with his wife and daughter in Denver.

Mr. and Mrs. C. M. Drawbaugh and family are visiting in Strong City, Kansas. They expect to be gone about a month. While there they will be present at a family reunion, the occasion being the 50th wedding anniversary of Mrs. Drawbaugh's parents.

Mr. and Mrs. J. F. Herrick have moved to Billings, where Mr. Herrick is now located in the traffic department. Mr. J. G. Bruce is our new asst. D. F. & P. A.

Mr. and Mrs. Bryan Nelson are vacationing in St. Paul and other eastern points.

Mr. and Mrs. Earl Farr returned recently from a trip to Minneapolis and other points.

Mrs. Tom Corbett has returned from an extended visit in California.

Two more of our dear girls have promised to Love, Honor and Bake Biscuits—namely, Pearl Hill and Gladys Freeburg. Gladys started it by getting married to Mr. Charles Cain and Mr. and Mrs. Cain spent their honeymoon in St. Paul. Miss Hill and Mr. Elmer Huff were married shortly afterward and motored to the Black Hills. These young married folks will reside in Miles City. Our sincere good wishes and congratulations are extended to all concerned herewith.

Now, I wonder why our dear Editor didn't pick up a few correspondents and take them along with her to get that 'scoop' on the earthquake.

Ray Hoffman from Madison, S. D. passed thru our famous city on his vacation trip to the coast—sorry we didn't get to see you Ray—don't forget to look us up next time.

Tommy Miller hasn't turned in the quota of fish stories we were expecting—he just returned from Cooke City.

Ted Bowen is spending his vacation in Miles City.

Sent a couple of scouts out for fashion notes—but they never came back.

This is about all the 'rocking chair stuff' we have for this number. Let's hear all about those vacation trips.

Illinois Division

M. J. S.

Mr. J. Moulder has assumed his duties as Chief Clerk, D. M. M.'s Office, and his wife and daughter have arrived at Savanna, where the family will reside. The Division "welcome" is extended to our new folk.

Miss Lillian Parson of Davenport is the new Comptometer Operator at Divn. Supt's Office, taken the place vacated by Miss Mary Jasper of Moline, who resigned to accept a similar position with the Rock Island R. R. at Sylvis Shops. Miss Jasper was given a pretty silk umbrella as a farewell gift from the Office force, and guest at the Office girl's picnic, Old Mill Park. "Best Wishes" is extended to Mary in her new location, and to Lillian, a "Welcome to our Midst."

Engr. Harry Gregg has returned to the throttle after a delightful vacation spent in Canada, taking a boat trip thru 1000 Islands Toronto to Montreal, and sailing from Montreal to Quebec.

Sympathy is extended to the division relatives account the death of Mrs. Wm. McElheney at Savanna, Aug. 22nd. Mrs. Howard Donald, wife of C. C. Howard Donald, Bensenville, and the Misses Lorine Hall, Ticket Clerk, Savanna Depot, and Gladys Hall, C. C. Savanna Car Department, are daughter and granddaughters of the deceased.

Traveling Engineer S. Einarson, Dub. Divn., gave us the usual hearty hand-clasp at Savanna Aug. 26th.

Telephone Conversation Supt's Office. Clara "Is Mr. "Hose" still working as Machinist at Savanna Roundhouse?" Answer: "No, Mr. "Hooze" is not here any more. (Clara, under her breath: "I don't see where they get Hooze out of that—if H-o-s-e don't spell Hose, I'll eat my shirt!"

Chas. Kleeman, Divn. Acct. Dubuque, and family vacationed at the home of Mrs. Kleeman's parents, Mr. and Mrs. J. Schunder, Savanna. Charley, at one time occupied a desk in the Savanna office, and called on us morning of Aug. 28th, where we enjoyed a little chat with him.

Mr. John Shaw, brother of Mrs. C. F. Urbutt, recently arrived from Seattle. He is making his home with Actg. Supt. Urbutt and employed at Argo.

Miss Viola Donahue, Disprs. Steno. visited at Sioux City on her vacation, in the hope of shifting "Friend Hay Fever" as well as enjoying her leisure time.

Mr. Carl Anderson, Supt. Telegraph's Office, Milwaukee, was stationed at Savanna recently with work crew. Mrs. Anderson and daughter were also visitors at Savanna for a week, and have gone to Milwaukee before returning to their home at Bark River, Mich.

Miss Gladys Hall, C. C. Sav. Car Dept. attended a staff meeting at Milwaukee, Aug. 25-26-27, and reports an enjoyable and profitable meeting. Miss Hall read a paper on "Timekeeping" which received very favorable comment to her credit.

"Sherm is back and Frank has gone." Frank D. Reynolds, Lines West Operator at Seattle, Wash., relieved Operator Sherm Correll at Savanna, during Mr. Correll's as well as Mr. Reynold's vacation. We welcomed Frank back to his old post of duty at Savanna, and Division friends enjoyed reminscing Auld Lang Syne times with him. Mrs Reynolds and daughter visiting at Boston, Mass. are also expected to arrive at Savanna for a visit before their return home to Seattle.

The many Savanna Veterans who attended the Convention at Milwaukee this year, returned to their homes feeling happy over the splendid time accorded them. The Annual Convention is an anticipated event by Veteran Savannites.

Sept. 1st 8:00 AM: Jim says it is September Morn and thinks we should celebrate with a masquerade

Sept. 2nd. We all had our "pictures took" today. Good bunch, but don't know whether the camera will see it that way or not?

We expected a real treat Sept, 5th when we thought we were to have a visit from our old friend, Madison Viers, former Chief Timekeeper at Savanna. A picnic was planned by the old bunch when a letter was received

stating Madison would arrive on No. 19. Much to our disappointment a long distance call was received that he missed No. 19. We are looking for you some other time, Madison.

Miss Eunice Stevens, Supt's Office, attended the funeral of her grandfather, Wm. Stevens, held at Durand, Ill., Sept. 5th. A beautiful spray of flowers was sent the relatives as an expression of sympathy from the Supt's Office Force.

A HOT ONE. Accidently, Doris laid her hand on Ted's cigarette. In great consternation Ted said: "Doris, look out, you will spoil my smoke." Ted should worry whether Doris received a burn or not!

The labor forces at Savanna sponsored a Labor Day Celebration Sept. 7th with great success. The weather was ideal and people far and near attended. There was entertainment galore with the fitting climax of a beautiful display of fireworks "along the Mississippi." at Marquette Park in the evening.

Deepest sympathy is extended to Savanna Baggageman Leonard Meyers account the death of his mother, Mrs. Chas. Dinsmore, at Sabula, Sept. 5th.

Freight House Gleanings

Wyatt Greenleaf admits that the Traffic Cop made his pocketbook rather thin! George also had to look at his speedometer once in a while —15 miles is the limit.

Huffy says the reason he likes Lottie Pops is that they last so long.

The reason Kenneth has a swollen jaw was an ulcerated tooth, not a rolling pin!

On Sept. 3d occurred the death of Mrs. Jacob Wurster, mother of Fred Wurster, Stevedore. Deepest sympathy is extended to the relatives.

They only wanted to know: (Merle)—George, is lime the same as limestone?

(Nellie at the Postoffice)—Have you a prepaid COD shipment for me?

News Items—Savanna Roundhouse

Well, you will notice we were pretty fair prophets after all—they rang and rang. Those bells, I mean. And from all indications they are going to ring again, but as yet Asst. Foreman Hogan has not given out any "Official Information" on the subject.

Gang Foreman W. Sheetz has returned to work after a two weeks auto trip through Yellowstone National Park. He reports that they have wonderful scenery throughout the Wild and Wooly West.

Boiler Foreman Reese, rushing madly into the DMM Office the other day: "Please, girls, see if my traveling ticket to Minneapolis is here yet."

You are all wrong, R&SW Division, all wrong. Our golden haired angel was nowhere near Beloit; that was an impostor you saw—pay no attention to her. There is only one and original of the species and your visitor WASN'T IT!

In. Divn. Fireman Merle Chase is the proud father of a fine baby girl, born August 8th. The little Miss will answer to the name of Gene Irene.

All was quiet and peaceful around the DMM Office until Walter received a long distance telephone call from Chicago; then the girls had to stuff cotton in their ears to escape from the loud, ear-splitting whistling of our happy timekeeper. Well, she was returning home that night after a three weeks vacation, so why shouldn't he be happy?

We recommend J. Mulder for a position as Brakeman on the R. & S. W. Division. He seems to be so well acquainted with every station between Savanna and Milwaukee that he has to merely watch the alarm clock on his desk and then announce: "Well, she is at Mt. Carrol now." By this time she should be almost into Beloit." And it is not the train he is calling "she" either—Mrs. Mulder has gone to Milwaukee for a week end visit.

Mr. and Mrs. J. R. Slater have returned from a two weeks vacation spent in Indiana, Ohio and Pennsylvania. They report a very pleasant trip, and since their return Mr. Slater is passing around cigars, but refuses to tell anyone the reason for the treat.

Iowa Willey has returned to work after a forced vacation, due to a broken collar bone and other injuries received in an auto accident in June.

Savanna Yard Items

Switchman Chas. Anderson has been visiting friends in St. Louis, Des Moines and Council Bluffs on his vacation.

Switchman Jack Waterman returned to duty after spending a week in Potosi, Wisc., visiting the many caves in that city.

Henry Gross, Newlywed Bill Clerk, has been off for some time suffering with lumbago. All wish him speedy recovery and return to duty.

Switchtender Nehlsen sold his "Melon Patch" for $300.00 they say and put $301.00 in the Bank. Good work.

Lawrence Smith and Sherm Correll, "our two clowns" are now cutting up in Bellvue. "Boys they will find you out."

Switchman Hugh Kehoe has opened a Shoe repairing store on lower 4th St., Savanna. Hugh can serve you with gloves, matches, cigars, shoestrings, rubbers, hardware and shoe blacking, boys!

Motoring on the Milwaukee
Up and down hill on the Rocky Mountain Division

Nora B. Decco

"Well great Gee hoss E fat! for the love of .....said language being similar to something used by Boardman John Lane when he went in the boiler room, planning to start a nice warm fire for the Club house about the middle of the month and a sleepy sixteen-rattle-equipped..... diamond backed rattle snake -skimmed out of the ash-pan. In all Mr. Lanes years of riding the rim rocks in the old days he never showed the speed in a quick get-away that he did this time.

At the latest report every one in the club house is wearing car muffs and overshoes on account no fire in the boiler. They say they freeze up and sleep till spring long about the last of September, no not the trainmen, the snakes.

Mr .J. P. Phelen, Supt. of our division has returned from New York City where he made a visit with his wife and family—must be nice to be rich.

Engr. A. E. Barnes who has for the past year been with the Engineers' bank in Cleveland, Ohio, is in Three Forks on a visit with his family. His daughter Lucy has returned to Cleveland where she will be in school.

Engr. Douglas who has been away for some months on a trip around the world, or all of it there is in this country, has returned to work again on the passenger trains and seems glad to see us all.

Mrs. McKenna and daughters have returned from a visit to Seattle and Lois is again on the job carrying lunch to Father.

Engr. Williams and wife have moved to Piedmont, where Mr. Williams is on the helper there. This moved Mr. Smeltzer and he and Mrs. Smeltzer are again living in Three Forks.

Fireman Oregan, is again moved and located at Piedmont, this moving Fireman Simms who

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is at Lombard on the helper there, Harry Keeney of the Northern Montana Divn. is also at Lombard.

Fireman Kunze and wife with some friends have just returned from a trip thru Yellowstone Park where they spent a very pleasant week.

C. E. Baker and family who have been away for some time along the west coast have returned to Three Forks where Mr. Baker has been employed as a car repairer.

We regret very much to announce the illness and death of Mrs. George McAndrews, wife of George McAndrews of this place. Mrs. McAndrews had been ill for a long while and had only lately returned from Calif. where she had been in hopes of helping her and was taken suddenly ill at the Missoula hospital where she died, August 18th. Mr. McAndrews has been car repairer here for a number of years and both he and his wife are well known. We offer to him the sympathy of the entire division.

F. A. Tavener and family of Deer Lodge have returned for a few weeks visit to California where they went with Mrs. Tavener's Parents, Mr. and Mrs. Wiliams of Deer Lodge.

Condr. Kirwan has his folks back home again now after a visit with friends and relatives in Iowa.

Condr. Joe Wright has returned from a two weeks visit with his wife in Calif., where she has been for some time due to her very poor health. He says she is greatly improved and will remain there for some time.

Condr. Donner is back on the trolley crew after six months vacation on the farm, Condr. Kettle will take a lay off now for a while.

Sam Haffner and wife, long of this division and this city, have gone to South America where Mr. Haffner will be employed at the same point where his brother Dave has been for a number of years. He will fill the vacency caused by the death of Fred Wirth and although we regret to lose these good friends still we hope they have the greatest of success in their new undertaking and home. Mr. Haffner will be an employee of the Bethleham Steel Co., working as an Engineer on the electric railway, at the iron mines near Santiago, Chili—imagine that sort of a trip and they say there is nothing new under the sun—there still is for some of us at least.

Mrs. Etta Holiday, operator at Martinsdale was struck by a baggage truck when train 16 was pulling into her station the last of August and quite badly bruised. She reported for work the next day however and seems none the worse for the experience.

Brakeman C. R. Johnson and wife are in Bozeman for a few weeks where Mr. Johnson is assigned to a run on the Gallatin Valley (the editor says I can't spell that and I guess I can't) Railroad—later Mrs. Johnson will go to Florida where she will spend the winter with a sister at Jacksonville—ahem—more rich folks.

Engr. D. P. Elliott and wife have returned from a visit with friends and relatives in Denver and report a pleasant vacation there.

Fireman Jess Langman and wife have gone to Iowa and Wis. for a few weeks visit with home folks.

After almost a month with out any thing in the earthquake line to bother much along comes one, that upsets operator Jost, chair and all and now we have to get some new office furniture, all there is to it if these things don't let up everything around the place is going to have to be repaired. Joe said he didn't run, well maybe he didn't, but the chair looks as if something happened to it. A few more rocks fell down but everything is all right again now. Our friends at the Union Street Station or whatever there is at Union Street, should say Rocking mountains. I guess, and at the latest writing he has our record beaten, all to pieces, we don't kill them or hurt them at all out this way, we just shake 'em up.

We are glad to announce the wedding, Sept. 2nd, in this city of a very popular young lady Eunice Sterling, sister of Condr. Floyd Sterling to Mr. Charles Buckley, an employee of this division, where he has been with a signal crew for some years. Miss Sterling was well known here and all her friends on the Rocky Mountain division offer both she and Mr. Buckley their very best wishes for a long and happy life. Mr. and Mrs. Buckley will visit relatives in Wis. and will on their return make their home in Three Forks.

Iowa (Middle and West) Division

Ruby Eckman

Jack Lee, son of conductor H. W. Lee of Perry was up against it for a while on account of having both arms in a sling. Jack was doing the slide for life with some neighbor boys and didn't make the turn with the result that both elbows were so badly bruised, it was necessary for them to be bandaged for some time.

All of the Perry men who attended the Veteran Employes meeting in Milwaukee in August report a wonderful time and will attend the next session.

L. E. Capen who worked in the round house for many years, died at his home in Perry on August 25th.

Dell Cartwright and family of East Chicago Ind., spent a couple of weeks here at the home of James Cartwright the chief caller. Dell was for along time in the car department at Perry but is now employed as an air brake man in the Tank Company shops at East Chicago.

Engineer Charles Sinclair's wife and daughter spent their vacation with relatives in Seattle and Portland the latter part of August.

Operator D. J. Crowe of the Perry office force, made his annual pilgrimage to the windy city in August. Dan has a brother and two sisters living in Chicago. He also went up to Milwaukee to see some old time Perry railroad men.

Conductor Wm. S. Monton was on 19 and 8 for several trips while J. F. Coakley was on his vacation in Montana.

L. M. Audis of the round house force had a vacation from work in September, but it did not prove very profitable to him. Luther was summoned on the jury at the county seat and had to help make a lot of decisions.

A Perry orchestra made up of young folks broadcasted a very fine musical program from the station at DesMoines recently which was enjoyed by all who heard it. The railroad children on the program were Katheryn Howe, Wm. Stevenson, Marian Fox and Harry Pendy.

A number of railroad men have gone to Florida to work for the winter. Those who have regular jobs there are: Edward Fitzgerald, Clayton West, Ward Buckner and Estle Clifton.

Engineer Fred Peterson's daughter Esther submitted to a slight operation at a DesMoines hospital the latter part of August.

G. M. Abell General foreman at Green Bay, Wis., was in Perry the fore part of September for a visit with friends.

Engineer Fred Osborne has a side line which has proven very profitable, as well as entertaining to him this season. Fred's father was a great fancier of bees and for over forty years kept a diary of his work and results with them. Fred got out the books one day after his father had died and started reading them and became interested in the subject and started in with bees on a small scale. Each year he has increased his colonies and has been very successful with them. One colony which were

placed on a clover patch on the Milwaukee right of way netted him 2350 pounds of honey from 13 swarms. Fred's work with bees has been brought to the attention of the Agricultural College experts at Ames, Iowa and the colony on the Milwaukee right of way was used as a basis for their tests and experiments. Fred has several blue ribbons for the product he has exhibited at the Iowa State Fair. The Perry dispatcher's office force, the division superintendent and the master mechanic can all testify to the fine quality of Fred's crop from Milwaukee land.

Yard clerk Marlow Stotts was all smiles the 19th of August, as the misses and children returned home from Ada, Ohio, where they had been a couple of months, Marlow was chief cook at his home and got mighty sick of the job. He bought an automobile, so thinks the folks won't want to stay away as long again. Mrs. Stotts and the children went to her parents home and while they were away they attended several reunions and anniversary celebrations, and had a fine trip.

Donald Reel who has been working as a clerk in the car department will take a leave of absence and attend Creighton College at Omaha, to take a course in law. Lawrence Hindert caller and yard clerk will take an engineering course at Ames College and Jack Wrightman another caller and yard clerk will attend Drake University this year.

Several of the young engineers who have not done any running for a long time, made trips during August during temporary emergencies and when older men had in their miles. Oliver Jensen, Orville Balsbaugh, Leon Brown and Elmer Clothier were all called for service.

Inasmuch as George Fullerton lives at Marion we presume the Marion correspondent will tell about his wedding which occured in August, but for fear he forgets it, we will state that the wedding occurred all right and the bride was Dorothy Harding of Keystone. "Dutch" has been going to do it for a long time, but was just naturally too bashful to ask the lady.

Ruth Crinnigan of the Perry freight office and Alice McGuire of the east division, Chief Carpenter's office, did Yellowstone Park on their vacations and from the kodak pictures they brought home they must have met a lot of real nice folks, anyway they were all snuggled up pretty close in the pictures, might be however, just to make sure of getting them all on the film.

Lieutenant Charles Murphy, who has been in Asiatic waters for five years, was home on a furlough the fore part of August to visit his parents. Engineer and Mrs. W. T. Murphy.

The petit Jury at the September term of court in Dallas county showed several railroad folks including Conductor Stockton's wife, Machinist Arthur Yates, Engineer John Cunningham, and Fred Cooper the round house painter.

Audry N. Drake a young man who worked as brakeman and conductor on the west Iowa division for a number of years, passed away at a hospital at Clarinda, Iowa., the fore part of August. Audry's health had been poor for several years following his service in the World War, where he was advanced to the rank of Lieutenant. Burial was made at Perry, the services being in charge of the American Legion.

Winfred Dale Hopkins of the Perry round house force took unto himself a bride, the fore part of September. The lady of his choice was Genevieve Orbin. The ceremony was performed at Council Bluffs. They will make their home in Perry.

J. W. Johnson and E. E. Godwin the passenger train men on 35 and 36 have entered the athletic field according to reports from the west division. At a celebration recently held at Lake Manawa, Johnson got away with three first prizes and Godwin with two first prizes in the various athletic events. The boys are hoping there is another event soon as they can make good use of the prize money and valuable merchandise they received.

A. W. Berglund of Perry who has been in the B and B department of the Milwaukee for close to forty years, died at his home in Perry on September 13th following an illness of three days. Mr. Berglund has been in charge of the pile driver and bridge crews for many years and was well known and well liked on the division.

M. Gallagher terminal train master at Council Bluffs was in a hospital at Council Bluffs for an operation, the fore part of September. His condition has been quite serious.

S. M. East

R. G. E.

Ever since John Schultz rendered his first oration to the Kiwanis Club he had been kept busy trying to appear at every occasion when requested to do so. The Hormel Packing Co., has been engaging a speaker to speak to the employes of that institution one noon each week. Mr. Schultz was asked to talk to the Packing Plant employes one noon and wherever he could the Railway Company got a boost. Other than being a Public Speaker, our Auditor Mr. John Cambern, says that John keeps a first class ticket office.

Ray Hoffman, Clerk in the West End Roadmaster's office, was a caller at the Superintendent's office during the latter part of August. Ray had spent a month at his home in Celedonia, being relieved by Garland Clark during his absence.

The Superintendent's Office returned to their winter schedule of office hours on September 1st. that is, 8:00 AM to 5:00 PM. The first few days the old sun smiled down on us and almost drove us away from our work at 4:00 PM.

Dispatcher Sorensen has returned to work after a two weeks vacation.

Chris Hagelund and family have returned from Langford, N. Dak. where they spent two weeks visiting at the home of Mr. Hagelund's brother.

The stork was busy flying around Austin during the month of August and surprised Dispatcher Wood and E. E. Barker, each being presented with a member of the weaker sex

Sarah Roberts, Janitress, at Wells is taking a short vacation from her work and is visiting with friends in Mankato and Rochester, Minn.

On Saturday, September 12th, the officials and clerks of the Mechanical Department at Austin enjoyed a picnic at Lafayette Park. Many outside officials were here to attend the picnic. After a game of kittenball the group sat down to a meal such as has never been surpassed at a picnic. Everyone returned home safely reporting a wonderful time.

E. F. Gaskill spent another one of those week ends in Mankato.

Miss Margaret Dunbar is taking a month's leave of absence from her duties in the Superintendent's Office and has gone to Hurley, New Mexico, where she will visit her sister, Mrs. L. Irish. This is Margaret's second trip to the sunny south and we are beginning to think her sister is not the only attraction down there.

Friends of Miss Inez McCarthy will be interested to learn that she has returned to her home at Austin, very much improved in health, after a soujourn of several months in a Minneapolis Hospital.

At 2:45 PM, Monday, September 14th, while switching in Austin Yards, Switchman Ed. Ericksen fell from a car as the crew were shoving in from the north end of the teamtrack with nine refrigerator cars and one gondola. Mr. Ericksen was standing on the eighth car and was seen falling, by Switchman Marvelet, who was on top of the first car. Marvelet immediately gave the signal to stop. When the members of the crew reached the spot, Switchman Ericksen was dead, the wheel of the car he had been standing on having passed over his chest. Mr. Ericksen was 48 years old and had been in the service of the Company since June 1909.

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

R. R. T.

Mr. Ralph Bement, our energetic Assistant Agent, has yielded to the seductive automobile salesman, and is now proudly driving a new Cleveland touring car, equipped with balloon tires, four-wheel brakes, California top 'n everything. We beg to offer our congratulations on the air of distinction conveyed by his new outfit and hope that he may always be as generous in offering lifts in the new car as he was in the old one.

Fay Clover, Assistant Cashier at the Local Office, is leading a sort of dog's life at this writing. Mrs. Clover and little Kingsley having gone on a visit with friends at Burton on Vashon Island, near Tacoma. In the meanwhile, Fay's chief work at home consists in saving the daily papers on account of the continued stories in which his wife is interested, and in looking after the cats; as he is eating his meals with his parents and parents-in-law, he is bearing up quite manfully.

Mr. H. M. Baldwin, Assistant Cashier at Local Office, we regret to note, has been the victim of a bad cold, but like a generous soul he insisted on passing on the good thing to Mr. Burroughs, the Cashier, who is now likewise suffering from the same thing. We wish them a speedy recovery.

Miss Willa Lindsey, Assistant Bill Clerk at the Local Office, has taken sixty days leave of absence and is going on an extended trip to Kansas City and other points thereabouts, accompanied by her mother. During her absence the position is being filled by Kenneth Alleman, who says he has to work harder than ever before in his life and is rapidly fading away under the strain. By way of a good start, he had his hair clipped close and says he is going to make it an office rule that the incumbent of the job must wear the hair that way, but we doubt that Miss Willa will see it that way.

Francis Kirkland is camping out at Five Mile Lake of late, driving in to work from there every day. No fish have reached the office force as yet.

Billy Woodward, then on the Demmurage Desk, recently lost some little chunk out of a leg by being bitten by a neighbor's dog, but fortunately the injury did not prove serious, at least not to Billy. Ray Powels informs us that the neighbor killed the dog to put it out of its misery, but this is doubtless a malicious invention, as Billy was never known to have such an effect on anyone.

Our old friend Tubby Gleb of the Local Warehouse force, rotund and smiling as ever, recently enjoyed a brief vacation, but at his mother's request spent it quietly at home—that is, if Tubby can ever be said to be quiet.

Mort Campbell, Car Inspector at the Docks, came back to work, August 1st after two month's absence, which he spent traveling with Mrs. Campbell and their little daughter through the States of New York, Indiana, Illinois and Iowa. He reported for work broke, but perfectly happy, having revisited his childhood home and lived

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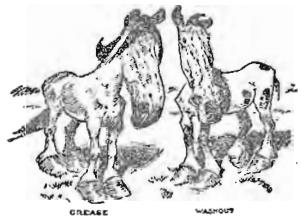
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on the fat of the land with all the relatives and friends back there

Noah Waldron, Assistant foreman at Dock Two, and Mrs. Waldron, in company with some friends, recently drove to Lake Cushman over Sunday, on a fishing excursion. Mrs Waldron did most of the fishing, but we regret that a strict regard for the truth compels us to report that they drove a hundred and fifty-six miles and caught just two fish. Still they had lots of fun.

Ted Rogers, one of the checkers at Dock Two, recently went on a trip to Vancouver, B. C. Other American tourists there at the same time claim that Vancouver was struck by an earthquake about that time; at least they saw some very curious phenomena, such as the tall buildings waving in the air and the sidewalks performing in an undulatory manner; but Ted claims that he saw none of these alarming sights, so help him Hanna. It is therefore certain that he behaved in an exemplary manner while there.

Chester McLennon, the handsome Chief Yard Clerk on the first trick, is off on a vacation at this writing. He went on a trip to Longview, Washington, and Portland, and will then go to Victoria, B. C. He is being relieved by Bob Shipley, who used to be on that trick. Bob does not expect to take his vacation until the end of September, when he is going back to Wisconsin to attend his sister's wedding.

Cedric Moyer, former messenger, is now regularly holding down a yard clerk's job on the afternoon shift.

The vacancy caused by the sudden death of our unforgettable Captain Kirby, watchman at the Docks, has been filled by the appointment of Henry Heck, while he in turn has been succeeded on his former trick by Anton Johnson of the Dock warehouse force, with Charles Devine doing the extra trick on Sundays. They are all good men, but we doubt if any of them will ever learn to say: "Back up, ye secondhanded plug!" as the late lamented Kirby used to say it.

Mrs. Johnson, wife of Lieutenant Johnson of the U. S. Army, stationed at Fort Lawton, near Seattle, is doing a little relief work at the Local Office during the vacation season. This will be better understood when our readers remember that Mrs. Johnson was formerly Miss Gwendolen Guslander, formerly of our Dock offices and later of the Local Office force.

Our faithful detective bureau, always awake and on the job, reports mysterious activities on the part of Kenneth Alleman, who is at present acting as Assistant Bill Clerk at the Local Office. Kenneth, who is really a good looking lad when he lets his hair grow, is credibly reported to have purchased a bedroom set as well as other household furniture and he has been shadowed into several jewelry stores where he was afterwards found to have made inquiries as to the price of a diamond ring. We have not yet learned the name of the doubtless charming and attractive young lady who is presumably the cause of these activities and expenditures, but our detective bureau is camping right on Kenneth's trail and our anxious readers may depend on us to furnish the most reliable information at the earliest possible moment. One day a colored fellow-citizen presented a diamond ring to the lady of his heart. Melinda eyed it joyfully, but just a little critically, and inquired: "Rastus, am yo' shuah dat's genoowine?"—"It sho' ought to be," replied Rastus proudly, "I'se paid a dollar an' sebenty-five cents foh it."

Miss Fleetwood, stenographer at the City Office, has gone to San Francisco for a brief vacation. Her place in the meanwhile is being filled very acceptably by Mrs. Brown.

Chief Clerk Fred Rasmussen of the City Office with his family, made use of Sunday and Labor Day to drive over to Copalis and Pacific Beach, where they spent the holidays in the accepted manner in bathing, digging clams and other seashore amusements

Jimmie Hogan, Ticket Agent at the City Office, and Mrs. Hogan drove to Vancouver, B. C. over Sunday and Labor Day, the same as a few thousand other Americans, as they found on the return trip when they had to wait two hours at Blaine before their auto could be passed back over the line. Since coming back Jimmie has complained of a sore head, but claims the headache is due to a bump he accidently received. Queer what alibis they bring back isn't it?

Roy Kidd, the handsome Rate Clerk at the City Office, with his family went to Aberdeen and Hoquiam over the week end, showing himself a good railroad man by scorning the auto and going over our line and returning over the N. P. They visited Roy's brother-in-law at Hoquiam, but also went to Pacific Beach, where they dug clams and bathed in the surf.

Mr. Schumacher was the only faithful one at the City Office, who stuck to his post on Labor Day. He kept the office open for half a day and then became discouraged and went home.

Mr. C. H. McCrimmon, our District Passenger Agent at Portland, expects to bring about ninety Ticket Agents and their wives, from stations of various lines in Oregon, to Tacoma on Sunday, September 13th, to go to Rainier Park. They will arrive here early on Sunday and go to Ashford on the Park Special and to Paradise Valley by auto, returning to Tacoma that evening. They will be escorted by a number of our passenger representatives at this city. This will be the last excursion to the Mountain for this season and the last trip of the National Park Special. The season at the Mountain has been a very good one, the number of visitors to the Park exceeding all previous records.

All the roads ran excursion trains to Spokane on Saturday preceeding Labor Day; one of our specials had seventeen coaches and the other fourteen, so you can see we handled our share of the business. Fortunately we had no such bad luck as the Great Northern whose specials ran into the flood caused by the cloudburst at Wenatchee, got stuck for thirteen hours and never reached Spokane at all.

Clarence Jones, our faithful messenger, worked for a week as yard clerk and is now taking two week's vacation to recuperate. He expects to spend a good part of the vacation in overhauling the famous Chevrolet touring car which he recently bought for fifty dollars and in which he travels on alternate days, every other day being devoted to repairs. Oswald Thiele is working as messenger in the meanwhile and covering the route quite rapidly and regularly.

Des Moines Division Items

Frenchy

Engine Watchman F. B. Dunn and family attended the Veteran Employes' meeting at Milwaukee, visiting the Superintendent's office at Des Moines on their way home.

Dispatcher M. C. Corbett and wife are rejoicing over the arrival of a small son at their home on August 18th. Presume there will be a new name on the dispatchers' list before long.

Mike McGrath was married August 9th to Miss Augusta Holmes of Des Moines, formerly of Spencer. The happy couple will reside in Des Moines.

Miss Bernice Russel leaves September 19th for a vacation which she expects to spend seeing the sights in Colorado.

Harry Berman and family have returned from a trip to Philadelphia and other eastern points.

Joe Pope put his neck out of joint, he says while taking his "Daily Dozen" one morning, but as it occured soon after the 101 Ranch Circus parade was pulled off, we are very dubious as to the cause.

Mrs. W. H. Furguson and baby visited Mr. Furguson's parents at Nemaha recently.

Foreman A. D. Kemp spent Labor Day visiting friends in Sac City.

Foreman Dave Page spent the week end of September 6th in Rockwell City.

Conductor P. A. Gifford after managing the lake season sucessfully has returned to his old job on 33 and 34.

Conductor W. H. Hayden and wife have returned from a vacation spent at various points in Colorado. He was complaining of an attack of indigestion soon after his return. Guess he had too many good things to eat at the swell hotels in the mountains.

Mrs. Leo. McGovern has almost recovered from her recent illness.

Agent Schroeder is taking a few weeks off spending most of his time in the west.

Agent G. S. Furguson is taking a couple of weeks vacation, expecting to lure a large number of fish from the lakes around Minneapolis, and is being relieved by H. H. Jacobs.

Lakes Okoboji are closed for the season and A. C. Jacobs held the heavy there but had to leave just as the fish started biting. Mr. Jacobs is at Boone now for a few months relieving agent C. J. Zehr, who will spend some time in sunny? California.

Conductor Fred Anderson says the pile driver is a dandy job as long as he has H. M. Bellman breaking for him.

Conductor C. E. Elliott and family have returned from a visit in Illinois, Michigan and Indiana. Suppose he came back like the rest of us, BROKE, if not, why not, no excuse accepted.

Charles G. Anderson and wife, Chief Dispatcher of the Illinois Central at Cherokee, spent a couple of days the forepart of September visiting G. A. Williams and family, and taking in the State Fair.

Chief Clerk Ben J. Shields of Mobridge made this office a pleasant call recently.

Vice President F. H. Hammill of the Rock Island Lines attended the Safety First meeting held in Supt. Van Vliet's office September 4th.

Two young ladies of the Superintendent's force announce they are thinking of going to Florida, but state that they are not intending to go into the real estate business. They have heard rumors that there are a large number of wealthy eligibles there—you may guess the rest.

We understand that Conductor Raaz is very resourceful having used a two gallon can to flag a train in an emergency.

Mrs. Berman, daughter of conductor Meyers, has moved to Canton, Ohio to make her home.

From the Banks of the Wabash

Roberta Bair

Mr. F. P. Brock, of the Master Car Builder's office, was recently at Terre Haute on business. He is always welcome on this division.

We were very glad to see Mr. C. R. Murphy on this division for a few days. Come back again Mr. Murphy.

Mr. A. H.. Austin and Sam Amour attended the Chief Clerk's Staff Meeting at Milwaukee. They report a very successful and educational meeting.

Mrs. Flossie Waggoner and Miss Ethel Dick spent the week end and Labor Day in Columbus, Ohio visiting friends at the Capital University. From all we have heard about beautiful eyes, old men, etc., we think these girls should be properly chaperoned next time.

We regret to report Martha Skirvin was recently in an automobile accident, but escaped without injury.

Miss Catherine returned from her vacation spent at Chicago and West Baden, Indiana. We wonder if the gentleman from Kentucky caused her to miss her train and to tell the old story that they ran out of gas. Better find a better excuse next time.

Mr. M. M. Dick has just returned from his vacation spent in Booneville, Mo., and Louisville, Kentucky, visiting relatives.

On the evening of September 5th, three couples, while out riding on the Sullivan pavement, south of Terre Haute, hit a horse and killed it. What's the trouble Howard that you can't see anything as big as a horse on a moonlight night?

Our messenger, Ernie Effinger, drove over to St. Louis recently and decided to explore Forest Park, but not knowing just how to get there, he asked a kindly looking Cop for the desired information. Mr. Cop looked at our Ernie over his glasses and said, "You'd better come with me," so down to the Police Station our Ernie went and there he had to tell his family history. After satisfying the Police Court that his mission was perfectly legitimate, Mr. Cop escorted Ernie to his destination. Motto—Don't ask a St. Louis Cop to direct you to Forest Park.

Miss Edna Pfeiffer and mother spent the week end and Labor Day in St. Louis.

Mr. and Mrs. Walter Osmoor have returned from a delightful vacation spent fishing and hunting at Lake Vermillion, Tower, Minnesota.

Mrs. Pearl Jackson, stenographer in the Superintendent's office, is spending her vacation visiting her parents in the sunshine state of Florida.

The Milwaukee Social Club met in regular session Monday evening, September 14th. The diversion for the evening was an indoor picnic supper. An enjoyable time was reported by all.

The Chicago, Milwaukee and St. Paul caddies took first honors in the Rea Park Caddies Golf Tournament on August 31st. The winners were—

Miriam Hollis (whose three brothers work for the Milwaukee here ..... First Place
Wilbur Engman (son of Chief Carpenter V. E. Engman ..... Second Place
Gordon Carmichael (son of Chief Carpenter's Clerk ..... Third Place

All the boys just mentioned are good golfers and will team up against any of the golfers on other divisions. They hope to follow in the footsteps of Bobby Jones and Walter Hagen.

West Clinton Notes

The Grounds Collieries Company is busy south of the Yard Office getting ready to do extensive coal strippings. Work is now in progress of changing the course of the Creek and we hope soon to see cars of coal rolling up the grade and on to the West Clinton scales.

Operator Joe Wright has moved on a farm over in Illinois and reports he has two good cows and plenty of water out there. Why not start a Dairy? Our milk man has a cow, Joe!

Conductor J. W. Fitch, wife and son Frank enjoyed a two weeks motor trip to Niagara Falls and Canada the first part of September.

Frank Long, Yard Clerk, says the bill clerks at West Clinton don't like the St. Paul holidays. You're right, we don't.

It is reported that Earl Blue of the Car Department has a cow.

Third trick operator, Pat O'Page, is still off duty account of sickness and Steve is still with us.

The roof on the Yard Office caught on fire during one of those hot August days, but quick and effective work of the fire brigade and some of the office force, prevented the fire from spreading. Not much damage was done and the carpenters soon had the ceiling and roof repaired.

J. M. Wright the "talking" operator here, was on the war path the first of the month. He had one of those awful summer colds—the kind you read about—and to make it worse

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he could hardly talk. Some fellow operator on the north end heard Joe on the 'phone and broke in just this way, "Well, the talking machine at West Clinton needs a new needle." He offers a quart of milk for information as to who insulted him.

Did you ever read the story, "Heroes of the Storm"? Well, brakeman Emerson Hopewell proved to be the hero of the storm near Hooper and Ahern on the 11th of September. Second 72 with its crew, Conductor Chas. Adams, brakeman Hoyt and Hopewell, engineer Blaker and fireman Armstrong, were plowing their way through the storm, until it became so dark they were forced to bring their train to a stop. Telegraph and telephone wires were torn down, while the poles, about twenty seven of them, were blown across the tracks. The Section Foreman's house at Hooper was blown over and other damage done. Brakeman Hopewell, who had been a telephone lineman all summer, got busy with help from the others, soon had the track cleared and the wires straightened out. Such work as this surely deserves mention.

Chicago Terminal Doins

Guy E. Sampson

The dry hot weather, like Nora B. used to write about when she had the old water barrel beside her depot shack away up in the mountains, has just departed and rain, rain,, rain, has taken its place and everybody is now breathing cool fresh air instead of hot suffocating dust, and oh, such a relief. Altho it has been dry and hot, Chicago Terminals enjoyed its best business month on record in August. It surely made every loyal employee proud to know that this great volume of business was handled without a least bit of congestion. Every cog in the wheel of operation did its duty in such a way that a stranger would never know that we were doing such a volume of business. Every employee in the Terminal is entitled to his or her share of favorable mention for services rendered to accomplish this record.

Mr. Ingrahams chief clerk, Mr. Donald and family were called to Savanna, Ill., last month account of the death of Mrs. Donalds mother. Sympathy of all employees is extended to the bereaved ones.

A little daughter was recently born to Mr. and Mrs. Wm. Dargon. Billie has grown at least a half foot since he has attained the title of "Papa." Congratulations and best wishes for the little stenographer.

Former records between Bensenville and Elgin held by Mr. Wm. Doyle with his powerful Essex has been shattered by G. Franz in her dainty little Ford. For further information ask party whom she passed that was driving a big Studebaker.

A certain official got on the wire Sunday, Aug. 28th and asked the train director how No. 28 was running, as he was waiting at the depot for that train. Imagine his surprise when he was informed that No. 28 runs daily except Sun.

Foreman Wm. Peck of the Bensenville round house forces was called to Kansas last month by the death of his father. Sympathy of all extended.

Mrs. Chas Scherer journeyed to Denver to accompany Mr. Scherer's mother to their home where she will reside in the future.

Mrs. La Vern Smethurst is visiting her parents at Boscoel, Wisconsin.

Friends of John F. Dulen Jr. were shocked to learn of his untimely death while at a Lake summer resort on his vacation. We are in receipt of the following letter from his parents for publication in our magazine.

"We wish to express our most sincere gratitude to the employees of the "Milwaukee" for their kind condolence during our bereavement in the death of our son and brother. The kind sympathy shown by our mutual friends was characteristic of the "Milwaukee" and did much toward sustaining us during our great sorrow." Signed, Mr. and Mrs. John F. Dulen Sr. and family.

Deceased was a general foreman in the coach yard repair yard at Western Ave., where he had been for several years and his smiles and words of greeting will be sadly missed by all.

Mrs. Mattie Hartwell, aged widow of one of the Milwaukee railroads oldest employees and who still resides in Milwaukee, made her annual visit at the Sampson home in Bensenville and while in her 83rd year, made the trip alone and was so pleased to get a view of the new Union Depot in Chicago.

Lee Smith has been appointed yard master to fill the vacancy at Glenwood, caused by the death of Wm. Kirby, last month. R. P. Hayes is again stationed at Bensenville at the yardmasters office, formerly filled by Lee Smith.

Switchman McNeal had a narrow escape when he was rolled between two cars, however a few bruises and a few days off was the result. Lucky boy.

Night General Yardmaster, J. O'Keefe and wife, switchtender Wm. Caneen and wife left Aug. 21st. for a trip to the western coast. The O'Keefe's returned after a three weeks tour while the Caneens are stopping over in Montana for a few weeks to visit relatives. O'Keefe says he never was a farmer, but that he felt like pitching his tent on a Washington fruit farm.

Tom Rycroft of Camerons office has just moved his family into their new home, which they have just completed. In fact they moved in before the floors were all dry and as Tom put it they camped in the basement a few days before they could enter the main part of the house.

J. R. Miller of the car department spent the week end and Labor Day with his wife, father and other relatives at Wauzeka, Wisconsin

Yardman Wm. Rands who has been assisting the sleeping car department thro the rush season has completed his work there and with Mrs. Rand is visiting in Canada for a short time. Suppose we will all get an idea of how they do in that wet country when Will comes back with an account of his trip.

"Western Ave. Notes"

"Si"

Our car foreman Louis Reppert says, that he always hates to see the first of the month come along, as he has a report to make out that takes him about twenty minutes to finish, and by that time he is always tired out.

Our Chief Clerk, Joe Burke, has returned from his vacation, spent up in the Lake district of Wisconsin. Joe says, that he did intend to spend his vacation there next year, but after thinking it over decided that it would be useless as he caught all the fish there was, Yea: he caught both of them.

Mike Cavello is in from Galewood holding down the demmurage job, while Barry is off on his vacation, cruising around "Goose Island."

On Aug 19th, at the home of the bride on North Karlov, the marriage of Mr. Johnnie Franz to Miss Violet Klassert was solemized. All of the entire force of the Western Ave. office join in extending their best wishes.

George Griepke, is now the new relief clerk at Western Ave., George being an old timer around these here diggings and we are all glad to have him back with us again.

George Blakesly is still going strong as a shiek, some time ago he was off for a couple of nights, and tis' said that he was found around the stage door of the Haymarket, with a yellow

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., 1340 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.

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

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Taxi and a bunch of for-get-me-nots.

Mills was off a few days ago, and when he came back, he had another "Sty"? this time on the other eye. Some way it will not do to let Mills off, as he persists in hanging around Milton and Locust, and always comes back with something wrong with his eyes..

Yardmaster Duffy, has returned from his vacation, and while off, he had a new nail put in the end of his walking cane, so that he can pick up better when he is in a hurry, and that is when he is on his way home, or after his check.

We think that Jack Norton is playing the races, he has something on the back of his neck, he says is a boil, but it looks more like a horse bit him, so we concluded that he was playing the races.

Our friend and Engine Foreman, "Eggs" Murphy says he is going to spend his vacation in Gary, Ind. as he has seen all of the rest of the world that is worth seeing, including Sioux City.

Our Perishable Inspector, Eastman, drove his machine? down town a few days ago, and a bunch of the newsboys began to follow him around thinking they would get in the picture and a cop stopped Eastman and asked him if he had a permit to hold a parade. Eastman thought he would get by, by telling the cop, that he was on his way to the Policeman's Field Meet, and the cop told him, the meet was not to be held for a week, but perhaps he would make it by that time, as he only had five blocks to go. Eastman took his "Kyar" home.

Griepke says, he will sure be glad when the hot weather is over and as soon as the cold weather is here, he will be glad when it is over, it is too cold to go any place, he is suffering now, because he is learning the Charleston.

Charlie Stockwell, says back to Florida for him this winter, where he can pick the wild oranges,, or at least he thinks they are wild as he picked some there last winter, and it made the farmer wild.

Notes From Galewood Station

The Misses Norma Everson, Annabel Hudson and Louise Wilson, of the Cashier's Office, invite everyone to attend their Hallowe'en Dancing Party to be given Thursday evening, October 29th, 1925, at Columbus Park Refrectory, 5700 Jackson Blvd. Good music and a wonderful time assured all. Tickets can be secured at the Cashier's Office.

Miss Finklestein saw Niagara Falls and Canada during her vacation and says it is the one place which runs all night. The inspectors were awful nice—"they didn't look in the bottom of my grip." But better watch out next time.

Next year Mike Regan doesn't intend to spend his vacation in northern Minn. fishing. A report comes from the Fishing Camp that Ed thought he was pulling up the bottom of the Lake, but he wasn't, it was only a Croppie. All fish weighing less than four pounds were thrown back in the lake. Sardines a la Tin were prevalent on the menu. One must eat fish on a fishing trip, you know. Also spent a week on the farm near Peoria, Ill.

John Ryan spent his vacation in Chicago and reports being lost several times. Someone says John didn't know we had a Stockyards in Chicago. Now his nose knows.

Al the car-record wizard has but recently returned from Camp Grant. Says its all OK except things aren't on the square. Some guys got leather leggings while the most of 'em were issued the "wraps."

Elmer Wille who was married several weeks ago give the boys the information that a married man's day is divided as follows:

8hours for work
8 hours for sleep
8 hours for explaining.

Floyd Hall took a trip to Aurora last Sunday in his "Chevy" and as usual got stalled coming home, after wasting two hours looking over the spare tires, spotlights, etc. Floyd discovered the gas tank empty.

The Galvin sisters spent a few days visiting relatives on the farm at Frankfort, Ind. Catherine returned minus a finger nail and we hope that her sick finger gets along alright.

Dan Egan says he has his opinion of a man who saves his money for a rainy day, then spends it all for a "wet" night.

Charles Schulthe is reported to be at Rochester, Minn. to undergo an operation at the Mayo Bros. Hospital. We all wish Charley a speedy recovery.

Union Street News

The tang of Fall is in the air and the foot-ball fans are gathering on the 3rd floor, each noon, to discuss the latest dope. Red Kasper has already offered a bet of 81c to 37c that Podunk College beats Oskalossa U.

How do they expect a fellow to work on Saturday afternoons if he has two bits up on some game?

The management is considering installing radio in the office so those who have to work on Saturday afternoons can get the latest results.

The girls at Union Street have organized a foot-ball team and are ready for a strenuous season. Jim Cousins, the coach, has selected the following team: Nell Cohen, center; Edith Larson and Loretta Hansen, guards; Terasa O'Connell and Gertrude Le Claire, tackles; Anna Merz and Etta Bernstein, ends; Mathilda Kneupper, quarterback; Kitty Kramp, full-back; Kathleen Conners, drawback; Mose Keogh and Katherine Brady, half-backs.

Art Perlick has offered to serve as water boy.

Mathilda's birthday party promises to be a huge success. The office employees are planning a surprise party that should surpass any similar event in the annals of society. All the food, drinks and entertainment will be furnished by the guests. Nell Cohen has been asked to contribute the fifteen candles for the cake and she is making every effort to have the party postponed a week so she can take advantage of the pre-inventory sale at Woolworths. Steve, himself has generously offered to furnish the matches to light the candles.

Dave "Avery" Bysted drove to New York City on his vacation early in September. He camped along the roadside and from all reports had a very successful trip.

Red Kasper drove his steam roller to Davenport over Labor Day. Red says he hit as high as 17 miles an hour on the paved roads.

Mose and Barney spent their vacations battling the elements amidst the wilds of Northern Wisconsin. Judging from the photos, they were typical lumberjacks—huge checkered shirts, high boots, cobwebs on their chests, 'n everything. They returned sooner than they had planned, however, as a wolf was heard howling in the distance one night and Mose suddenly remembered that he had an important engagement in the city.

Mildred Barkman was married Sept. 5th and drove to Rochester, Ind. on her honeymoon.

On Time Line—Kansas City Division

M. F. K.

When the boys went back to their old home town,
They found they were welcomed by everybody round,
They ate a chicken dinner, heard the home town band,
And took another drink of water, from the "Good Old River Grand."

Two hundred Milwaukee railroad men and their families, practically all of them former residents of Chillicothe, were guests of honor at the home-coming held at that city Labor Day.

Chillicothe had been planning for this event since early summer, the Chamber of Commerce having sent out 300 invitations to the Milwaukee "boys" and their families, many of whom lived at that place when, in 1887 this railroad was built from Ottumwa to Kansas City, but have since moved, the majority to Kansas City and Ottumwa. It was a reunion of all the old timers who were boys together; pioneers who have watched the Kansas City Division grow into its present position of power.

The oldest man representing the train service, to answer the call was Conductor "Billy" Kelly, known by practically everyone from Davenport to Kansas City as one of the most likable and genial men on the road. Engineer "Steve" Standart who began his railroad career in the late 60's bears the distinction of being the oldest engineer on the division. He was right there for all the celebration and says he had the time of his young life.

Erza Clemons came all the way from Seattle Washington to attend the big event. Mr. Clemon was Chief Clerk to H. R. Williams, second Superintendent of this division.

This would not be complete however, without mentioning some of the old railroad men. T. H. Burke went to Chillicothe in 1887 with the construction department and for many years worked as roadmaster. Since 1909 he has been with the claim department. In many ways Mr. Burke has shown himself as a true railroader, and much credit goes to him for the success of the home-coming. Another old timer is John Couch, who is reputed to have driven more bridge pile than any other man in the state of Missouri. He is now pile driver foreman at Chillicothe.

At the big get-together meeting and dinner, responses were given in behalf of the railroad by Superintendent B. F. Hoehn, Ottumwa; General Roadmaster Wm. Shea, Chicago; R. C. Beeler, Milwaukee; Fred S. Hudson and John Bammer of Kansas City.

Chief Carpenter John Evans, one of those strong ex-Chillicotheans was in a great way responsible for this big day, also Engineer Frank Harker of Ottumwa and Engineer E. P. Hackett of Kansas City.

We have every reason to believe that the Milwaukee has many friends at Chillicothe, and from the rare display of hospitality which general comment suggests would be hard to surpass, Chillicothe has gained many new friends of the Milwaukee people, who were not fortunate enough to call Chillicothe "home."

H. J. Bowen,, Assistant Accountant left September 1st for Chicago where he will act as accountant of sleeping and dining car depareements. We are all sorry to see Henry leave, but of course wish him luck, as we are always glad to see our friends advance in the railroad game. This change not only takes Mr. but also Mrs. Bowen, who is stenographer to Mr. Hoehn. As a farewell party, the office force held a picnic at the new club house on August 26th. We can't say enough nice things about the Club House. Its just the coziest little place you ever saw. Everyone seemed to have a good time and it was decided inasmuch as there were two of them leaving, we would have two picnics, the boys to plan the second one with Paul Fisher and "Stick" as promoters.

A. C. Daacke, Division Accountant leaves this week for Washington D.C., for a two weeks vacation. Also Mrs. Charlotte Davis, of the Superintendent's office, is taking her vacation. She plans to visit a few days in Iowa City, the remainder of the time to be spent domesticating herself in her charming bungalow.

Many of our Ottumwa people attended the seventh annual meeting of the Veteran Employes' Association at Milwaukee, which was held the latter part of August. The list includes Mr. and Mrs. F. E. Orvis, Mr. and Mrs. H. Cogswell, Mr. and Mrs. T. Runzler, Mr. and Mrs. J. Wischaupt and son, Paul, Mr. A. J. Story and Mr. J. B. Smith of Ottumwa, and Mr. S. J. Standart and daughter, Mable, of Kansas City.

Fullerton Ave. Building

J. T. Griffin

We would like to know what Miss "Mealy" Kellner, Freight Auditor's Office, does with the square yard of Cheese Cake she gets when the girls work overtime in the Interline Forwarded Balance Bureau.

A. G. Petzold Car Accountant Office enlarged his family with the addition of a girl who arrived recently. Al says the more the merrier. Congratulations.

The marriage of Miss Olive Streiber, Ticket Auditors Office to Mr. Walter Radke occured August 29th. Her co-workers presented her with two Maderia table runners. Through the medium of our Magazine may we extend heartiest congratulation.

Mr. J. F. Hogan, Auditor Station Accounts office has become a Seattle booster, all the cards and letters we received from him kept boosting Seattle. Whats the matter John don't you like our Wilson Ave. beach at night.

The question has been asked if Joe Crowley, Car Accountant Office enjoys changing tires during a rain storm. Tough luck Joe when after a hard days work you go down to the bus and find the tires flat. Who do you suspect.

A wedding of interest especially to the employees in Auditor Station Accounts occured Saturday September 12, 8 PM when E. J. Linden and Helen Leverenz were married. The employes of the office presented them with a set of Silverware. This young couple was well known through out the office and have the hearty congratulations of all their co-workers.

Another capable artist has been discovered in the person of Agnes Glomski Computing Bureau Ticket Auditor Office, who is displaying much skill in drawing pictures of our new brides, who will have something to remember her by.

Miss Cecelia Huske, Ticket Auditor Office was married September 2nd, and was presented with a beautiful Dinner Set, a gift of her co-workers.

Ollie Anderson and Adele Glaser, Freight Auditor Office have returned from their vacation spent at Washington and Atlantic City. Before going they had promised to bring back some salt water taffy, but somehow or other they forgot because their time was so occupied strutting up and down the board walk between meals. More taffy.

Our attention has been called to the new method W. F. Ducret, Freight Auditor Office has developed to keep young girls from fainting. He is considering having his new discovery copyrighted. It seems a young lady ran a fish hook in her finger and was nearly prostrated when our noble hero stepped in and applied his

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new discovery. Well osculation seems to be the life of the trade and it also worked in this very trying case. Best wishes "Duke."

"Dud" Chandler, Car Accountant Office has been somewhat unfortunate of late, first he lost his eye glasses and claims they were not returned to him, though he carefully advertised for them, we heard they were found under a tree on the west side. Then recently. (coming from the West Side) he was caught under the viaduct at Lake and Crawford Aves. during a heavy rain storm, these happenings all appear to be due to his untiring trips to the West Side. What is it Dudley that moves you so much in a westerly direction.

Miss Rose Wachter and Desta Ronymus, Freight Auditor Office are wearing diamond rings on the proper finger. More weddings—Congratulations.

The First English Ev. Church was the scene of a very pretty wedding, Saturday September 12, when Miss Viola Jacobi Ticket Auditor Office and Richard Lemker were married. A large crowd of friends were present to wish the young couple good luck and best wishes. Her co-workers presented her with a set of dishes.

The days and nights seems so long I never knew before that there was 24 hours in one day, so thinks Roy Gentz, Freight Auditor Office, all because a certain young lady went on a two weeks vacation to Webster City, Iowa, and now that he is going on his vacation to Lincoln Park the days may seem long but the nights will be as short as ever because she will have returned.

Miss Ida Walder of the Real Estate Department spend her vacation in the Presbyterian Hospital and left that famous resort minus her appendix. We are glad to see you back and looking so well Ida, and opine your next vacation will be spent in a different manner.

The "Three Musketeers" of the Real Estate Department have been knocking the ivories all over the table (and floor) for some time but no one seems to know who the champion is. Perhaps brother Cooley can enlighten us on this subject, why not challenge other departments, Sam?

The trains from Slickertyville (better known as Libertyville) seem to be coming in quite late recently and a certain young blonde from that town complains that she has to wear out too much shoe leather attempting to reach the office on time. A little running exercise each morning is good for diminishing superfluous weight Katherine — Ella.

Mrs. M. M. Sorson, wife of "Max" will soon return from a trip across the pond where she has spent the summer. I presume you will be soon sporting a "Paris tie or something" eh Max. You better wash all the dishes that have piled up in the sink before her arrival. You don't seem to have missed that *French* cooking any, Max. You no doubt acquired the act of setting up French meals yourself, by this time.

Ann and Marie Seipp have returned from their vacation at Philadelphia and Atlantic City looking all tanned up. Ann is wearing a new engagement ring. Congratulations.

A Baumgardner, Ticket Auditors Office, on a trip to New York requested the porter the call him at 2:30 A.M. as he wished to see the Mountains. Art sure loves nature.

Blumberg, Ticket Auditors Office, what do you do with your old clothes?

T. J. Martin, Ticket Auditors Office, states that while on a return trip from Omaha, he was initiated into the Royal Order of Camels by a party of hair dressers returning from a convention.

Sick room bouquets were sent to the following employes by the Employes Association:

Wm. Ryan, Auditor Expenditures Office.
David Staley, Car Accountants Office.
The officers and employes extend sympathy to:
Margaret McCarthy, death of father.
James Graham, death of brother.
T. D. Fitzgerald, death of son.
Jacob Jacobsen, death of mother.
F. McCann, death of mother.
Agnes Fogelstead, death of father.

Sioux City & Dakota Division

H. B. Olsen

On August 17th, one of the best SAFETY FIRST meeting was held at Sioux Falls. Suggestions galore, good music by Erickson's Trio and a crowd of 65 comprised the assembly.

Through a popular vote of some 2000 names, trains 7 and 8 Sioux Falls to Chicago will be known as the "ARROW." The Traffic department conducted this contest and we congratulate them on the selection.

Tony Knuth of the Engineering department Chicago, and formerly of this division, called on his old friends at Sioux City recently. Chicago has not changed him one bit, but he says the buildings in these parts look much smaller than they did.

"Bob" Dove of the Engineer's force at Sioux City, and Miss Genevieve Smith, also of Sioux City, it is announced, will be married in October. While we do not know the young lady who is fortunate in getting you "Bob" let us bestow congratulations on you both.

On August 20th, Conductor Ed. Reck lost his hat in Madison, S.D. Upon arrival at Sioux Falls, Ticket Agent Reiwertz informed him that in the pile of unclaimed hats he might select one, this the Conductor did, after wearing the same up town for lunch and returning to the telegraph office, discovered the hat he had selected was a "lady's," now the joke is on Ed. The uniform cap was substituted immediately.

MissAlberta West, only daughter of Engineer and Mrs. John West at Sioux Falls, and Sioux Falls, most pouular violinist, has gone to Chicago, where she will continue her course in music. Miss West gave a recital before leaving Sioux Falls in which she rendered her best selections.

On August 21st, Mr. Charles M. Plumb, Custodian at Plumb, S.D., passed from this life. Mr. Plumb was one of the oldest veterans on the division having entered the service in Wisconsin in 1886. Mr. Plumb is survived by his widow and son S. W. Plumb.

Just to show the "MILWAUKEE" is the most popular, Miss Dorothy Nordyke, or Miss "Sioux City" the Beauty Queen of that city used train No. 8, known as the "ARROW" on her departure for Atlantic City. "Beauty Queens" of course select the best, therefor the "ARROW" won her selection when wanting real service, comfort and safety.

Express helper, Frank Muench is about the happiest "Daddy" on the division for he politely informed the bunch he had a new 8 pound girl at his house and was more than passing out the "smokes."

Miss Bernice Kane, daughter of Conductor Kane, who was operated on recently is reported as getting along nicely and will soon be released from the hospital.

Joe. O'Connor is now sojourning on the Armour line, the old boy is getting fat too—how come Joe?

Roundhouse foreman Fargerman, Sioux City has returned from a two weeks vacation and, good for another hundred years service.

Roadmaster Charles Kemp is passing out the cigars—WHY? Married of course. We did not learn the fortunate young lady's name but Charley says he will advise in due form after the honeymoon. We bestow our hearty congratulations Charley .

Jerry, Ralph would like to know if you have

made rounds in a 32 yet?. If not, keep at it?

There was much speculation as to what the dark blotch on Dispatcher Shoemaker's upper lip might be, but upon closer inspection it proved to be a "mustache" in the first stages—better use a little axle grease Jim.

DIVING LESSONS—Week-day evenings only—Jesse Jamison, instructor.

Timekeeper C. A. Wanberg recently returned from a two weeks vacation in Seattle, Spokane and other points west.

In the absence of a fork at the office picnic recently, certain members of the party showed a suspicious dexterity with the knife. Stick to it fellows, practice makes perfect.

We are wondering what happended to Bob Dove of the Division Engineer's Office, as he showed up the other day with several of his front teeth missing. Rather a bad start for a fellow contemplating marriage, eh?

Conductor Clarence Refenbark and wife have just returned from the Black Hills, S.D., having made the trip by motor and Clarence believes the Hills equal to any foreign scenery in the world.

Mrs. M. R. Farr, wife of freight-houseman M. R. Farr, died during August after a lingering illness of some few years. She suffered a stroke of paralysis which caused her death. We extend our sincere sympathy to Mr. Farr and the family.

Miss Laura Seivert, expense clerk, has resumed work at Sioux Falls after a three months vacation. While away, Laura had her hair bobbed and which still leaves the office ninety-nine percent. Now if we can induce Vivian to join the ranks of the "Bobbed Hair class" our organization will be 100 percent.

Fireman John Leafstone and family have returned from a visit with friends at Wolsey, S.D. This John says was his "annual" and had a mighty fine time.

One obstinate question Oliver Berg, demurrage clerk, Sioux Falls, is asked, "where did the lady's shoe come from that he found in his desk the other morning?" He cannot find the owner of it in the office and the case is a perplexing one.

Passenger Brakeman George Murphy has resumed work after being on a forced vacation for three weeks on account of illness. Glad to see you back George.

Conductor Charles Alexander has his gun all polished, shells, bag and baggage packed for a prairie-chicken hunt in the northern part of South Dakota. Charley always has good luck when it comes to hunting and we believe he will bag a few this season.

Passenger Brakeman "Chet" Belknap is now on Nos. 3 and 4 with his old "Buddy" Conductor Buck Jenkins. Good luck Chet, we know you are in good company when with "Buck."

We extend sympathy to Mr. Nels Peterson and family when on Sept. 2nd, they lost their three year old son, Edward, who died suddenly while playing on the lawn. Mr. Peterson unloads coal at the coal shed at Sioux Falls.

R. C. Bruce, Car Clerk, Sioux Falls, was forced to take an indefinite leave of absence on account of Mrs. Bruce's health and will leave within a few days for Colorado where he believes will be more beneficial to her. We sincerely hope Mrs. Bruce will find relief in the Colorado Mountains.

Mrs. Edward Schmidt, Bill Clerk, Sioux Falls has taken a three months leave of absence and she and Mr. Schmidt will take an extended motor trip thru' various points west. Mrs. Schmidt was formerly Miss Hannah Grenneg and better known as "just Hannah."

Chief Dispatcher W. C. Givens, accompanied Supt. Bannon on an inspection trip over the north end last week. Its a mortal cinch Walt, you are not losing any weight.

Tacoma Shop Notes

"Andy"

Our Chief Clerk, Harvey Snyder, after doing a bit of carousing around with the clerks at Milwaukee has returned to his desk in ship shape in spite of the fact that his pace in Malwaukee was the limit. He reports a very enjoyable time.

W. I. Shipplett more commonly known amongst his friends as "Wiggs" has accepted a position in the office of Division Master Mechanic. The addition of his luminous smile to the organization is sure to brighten things up some.

The D. M. M. office has also been equipped with a brand new Messenger, yea, and he is about two and a half yards of boy too, thus, being a messenger does not prevent him from looking down upon the rest of us toilers. His name is Bill Allison, Jr. He is the son and heir to Bill Allison of the third shift round house office force fame. Bill, Jr., is closer to heaven than any of us, from the fact that he stands approximately seven feet in his shirt sleeves. You will note that we were only to use an approximate measurement as we have no rule handy of sufficient scale to make a more specific report, however, we will say that he is a first class worker and right on the job.

Bill Coors has been promenading around here displaying a smile of rare dimensions, and can you blame him, the stork arrived at his home recently loaded to its tonnage rating with twin girls. That stork must have increased its tractive effort for the occasion or used a helper motor, however, good cigars were furnished, and double barrel congratulations are in order.

The following list of persons desire to see their name mentioned in the magazine:

"Matt Cline"

Machinist L. Rickett in the roundhouse has purchased a brand new lid, which has been duly initiated. Rick uses his bean so much that he wears out hats quite frequently, however, the old one managed to run out its guaranteed mileage.

There was a tremendous roar of a motor—a huge cloud of dust—something whizzed by, what it was we were unable to determine before it was out of sight, but upon further investigation we were advised that it was George Cessford, what was he doing? practicing for entry in the Fire Department, no, he was merely chasing up some much needed material, and believe me when that boy goes after 'em—he gets 'em.

Machinist James Glen is one of the latest entries in the Ball and Chain gang having recently married. Our congratulations and sympathies are herewith offered, together with our wishes for the best of luck in his marital venture.

Car Foreman Frank Walker of Cedar Falls, just stepped in to say hello. Glad to see you Frank, call again.

J. G. Norris and Cecil DeGuire have returned from the Clerk's jambouree at Milwaukee. Cecil had contracted a cold during the trip which he claims was due to the heat.

W. Ellis, machinist, has been absent from the shops for some time, due to an infected hand, and our hopes are that he will soon recover.

The old steam driven air compressor at the shops is being replaced by an electric driven machine, with a rating of 2100 cu. ft. of air per minute, which is expected to furnish plenty of push behind the pneumatic tools and appliances.

Bad news came in duofold to Machine Foreman Fred Lowert, who recently received a telegram advising him of the death of his brother-in-law, and the serious illness of his mother in Green Bay. The Milwaukee folk wish to express their sympathies as well as convey their wishes for his mothers recovery.

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Solve puzzle and mail today with your name and address. This offer expires November 19th. Act now!

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Bill McLaughlin, more familiarly known as "Gig Harbor Bill" is having his troubles also since he has been breaking in a new engineer.

Machinist L. Starkey has returned to work after being absent for some time due to illness.

P. T. O'Neil, of Spokane, was a visitor at the Tacoma shops on Saturday, September 5th.

Apprentice C. McIntre, of Mitchell, has commenced work at Tacoma shops on September 8th.

Bill Strinsky believes that moving is cheaper than paying rent from the fact that he again moved into another apartment.

Mrs. Browning, clerk in the Car Department, we noticed the other morning, was slightly detained in conversation with the speed cop while on her way to the office, evidently her foot got a little heavy on the gas.

R. A. Nofke, Chief Electrician,, has just returned from his vacation which he spent in Milwaukee and vicinity.

Ed. Morrison, spent his vacation in Minneapolis.

Any person desiring information in connection with Talking Motion Pictures, we just naturally refer them to his nibs, George Haas, Tool room man in the boiler shop. In fact George is more posted along this line of endeavor, than the inventor himself, and if you don't believe it, see George and be convinced. We are informed that he has some stock in the venture, and expects to soon be in the coupon clipping class.

Wm. Luebbe, Machine Shop Foreman, has just returned from his vacation, which was spent in part on our beautiful mount Tacoma and at Copalis and Pacific beaches.

Machinist Jack Woods, we have been informed, now has wealth within his grasp, and expects to be in the capitalist class in the very near future, due to recent developments in his oil holdings in New Mexico. He is already contemplating the purchase of a car at a cost befitting a man of his station. Con Thrasher is first in line for the position of chauffeur, and Bill Strinsky has been mentioned as a possible incumbent for the position of private secretary.

Dubuque Shops Jingles

"Oosie"

Boilermaker Apprentice Joseph Duscher, passed away at his home in Dubuque on Sept. 9th, 1925. Dubuque Shops extend their sympathy to his family.

Jack Tully tells a very good story about some fish that he saw caught. 'Twas an awful lot of fish, even if the fella didn't catch 'em, wasn't it Jack?

Painter Foreman Peter Olinger and family have returned from a very enjoyable Western trip. Besides visiting their daughter, in Long Beach, Calif., they motored to San Francisco and Los Angeles. A side trip to Tijuana, Mexico, "Pete" wishes special mention made of, for—"In that city when you're dry, for a dime and a nickel you can buy a little glass of yum-yum-yum; which was worth the whole darn trip b'gum."

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

Cupid has been busy, around here of late
Have a couple of wedding this month to relate:

Locomotive Engineer Joseph Chaloupka married to Miss Zella Groat, at Minneapolis, Minn., on Sept. 5th.

Locomotive Engineer Ed. C. Horning and Mrs. B. Walker married at La Crosse, Wis.

Store Invoice Clerk Frank Cahill married to Dorothy Green at Dubuque, Iowa.

Store Accountant John Kile has been transferred to the Accountant's office as Chief Timekeeper and John Sullivan, who has been holding down the Timekeeper job is now Store Accountant.

"Han," since his promotion,
"Don't look our way no more;
There'll be bricks in his direction—
For we're getting mighty sore!

Louie drives a borrowed Car
(Its a leaping Lena lizard)
He sure needs some instructions
For at the wheel he is no wizard.

Peggy watches the up-traffic and I watch all the down; and when there ain't none moving, we frown and frown and frown.

The "Inseparables"—Sonny and Friend Wife
Forded to Milwaukee on Labor Day
With Mr. Brophy—owner and driver,
Who is very proud of his "shay."

Herby's "Mamma" is some cook; she had us to dinner one night. To say the meal was good is tame. It was simply out of sight.

Lucille L. has a hound-dog-pup; "Precious" is his name; it now takes all L's earnings, for clothes to cover the same.

Raymond spent his vacation, in the Northland, far away; and now somebroken hearted girls are SO lonesome for our Roy!

Splinters from the Wooden Shoe

Brownie

Yes we have been missing from the Magazine for two months, which was the result of not having received anything to put in the book from anyone on the Division. Please help me out a little.

The most exciting and pitful thing happening on the Division this month is the terrible love affair of Harry W. and Jim F., of Mr. Stewart's office. The two boys have sure had a terrible fall. The saddest scene we have witnessed was the day the girls had to leave for their homes in Milwaukee. Harry and Jim were at the passenger station to see them off and as a last greeting they all had their pictures taken, but haven't been able to secure one. Neither of the boys have smiled since the girls left. Understand Harry made a hurried trip down to Milwaukee after returning from his vacation.

We were informed of a wonderful fisherman we have on the Division, and it is no other than Mike Dwyer, the Engineer. We understand Mike refuses to lose a fish and when his pole broke, or probably the fish was so large that it caused the trouble, why Mike jumped right in the lake after it, and came up with the Fish.

Clem Schauer is again in our midst after an absence of about two years. We are glad to see him back with us.

Pete Maierle is back on the job as side wire man in the Dispatcher's Office after a month or so of dispatching.

What we call excellent service is what the Accounting Department is giving to the Store Department. Understand that they called Mr. Harmeyer at 10:00 P.M. the other night and told him his 1719 report was ready and he could come after it immediately. Mr. Harmeyer we know appreciated this.

We are afraid that the St. Paul Superntendent's Office at Green Bay is going to furnish

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two fearful opponents for Jack Dempsey in the persons of John Phillips and VanGroll. We believe John will be the stronger as he can talk faster than Van. Understand Jim Woodward was Referee and Ray Zimmerman, Umpire. This bout only happens once a month and that is when the Balance Sheet is being gotten out. The remainder of the month the boys are real chummy.

The Bowling Season is to begin Tuesday, September 22nd. Everyone is in first class shape for a hard season. We have ten teams now organized and Mr. H. C. Ballard has been appointed President of the League, Frank Hagendorn, Secretary, R. W. Held, Official Scorer, Peter Larscheid, Treasurer, and Harry Washburn, Asst. Scorer. We suppose Bod Held has lost the control of his "slop-over" ball, which usually brings down about five or six pins. Of course, Bob that is an art that everyone is not able to acquire, but it isn't nice. We also dislike to report the fact that the Freight Office at Green Bay is not to be represented this year, only the Agent Mr. S. H. Vaughan, is to bowl with us from that department.

Kansas City Terminal

S. M. C.

Liberty Street

Nell McGraw says that barbers are just like eggs, some good an some bad. Yes, Nellie, we'll agree with you, they sure botch up a bob once in a while.

Conversation overheard: "Grapes are sure high this year." "Yes, better put some water in it." "No, can't do that, water don't make good grape juice, it's to weak." Can you guess who was talking to Talbott?

The question before the clerks: "How could a fellow sleep in a bath tub?" Joe says it is hard enough sleeping out on Cliff drive, but he can't see how a fellow could sleep all cramped up in a tub.

Dean Berry says wait until he gets the Henry paid for then he'll consider taking on another contract. Yes, Dean is still single but give him time.

Little Helen spent her vacation in Colorado. She says that is a fine place to lose your breath but it has no effect on pounds.

Who would ever have accused a car record clerk of sleeping in a bath tub? Hofferty says it is a darn poor place to sleep and then again the women folks are sometimes hard to convince.

What's the matter with Bill Johnson's bible class. Haven't heard anything lately about it. Understand Deacon White has backslided, the lure of the Golf Links getting him.

Ernest Thomas says flying in an aeroplane is just like being married—it's sure expensive.

Eddie Singleton says it's no trouble at all to drive a Ford Coupe if the trucks would stay off the streets. How much did the radiator cost you Eddie? Moral—"Don't forget the brake."

Roundhouse

Mrs. Flossie Lipp is spending her vacation moving into her new home. She kept the matter of building a secret until the house was almost completed. How could you do it Flossie?

Hough McNellis who was seriously injured in an automobile accident is recovering slowly at St. Joseph's Hospital.

Car Department

Mr. Lawrence Flagler accompanied by Mrs. Flagler attended a staff meeting at Milwaukee.

Mr. Gus Westman spent his vacation at Denver, Colo., also Mr. and Mrs. Charles Anderson. Wonder if Gus will bring a wife back with him?

Mrs. J. T. Clark and daughter, Ruth, have returned from Dubuque where they were visiting.

Gene Reed has a little daughter who is 100%. That was her rating when given a physical examination at school.

General

Almost all of the old timers from Kansas City attended the reunion at Chillicothe. They all report a wonderful time and lots of good things to eat.

Who would have thought that we had an after dinner speaker among us. Hurrah for you, Mr. Bammer.

Miss Clifford says one of the first things an autoist needs is a compass if he intends to drive where streets are not marked. Otherwise the only direction you are sure of is up and you don't want to go that way.

West I. & D. Inklings

Dot

As this is my last day at the office before I embark on a ninety day leave of absence I will try and gather a few items together, though no one seems to go anywhere or do anything to tell about. Miss Elsie Hodges will arrive this evening to take care of the work here and perhaps she will be so kind as to send in a few items each month while I am gone.

The most deplorable accident which has happened in the history of this division for years occurred Saturday, Sept. 12th, about one and a half miles east of Chamberlain, when engine 2444 on an extra west was tipped over on account of running into some stock which was on the right of way. Engineer Heather and Fireman Clarence Bergquist were badly scalded, Clarence Bergquist passing away at 2 o'clock this morning after lingering two and a half days. It is reported that it is doubtful if Mr. Heather will live. Saturday morning the derrick was sent out to clear the main line and in picking up a truck it tipped over, bursting a steam pipe and in so doing so badly scalded

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B & B Engineer Claud Smith that he died three hours later. The other injured person in the accident is Brakeman Bill Patton, who has a broken leg, some broken ribs and one vertebrae split. Words cannot express the deep sympathy which we have for the families of the two deceased men, Mr. Bergquist and Mr. Smith but we can only hope that it is all for the best in the end and that the others are spared.

Ruben Mallet, of Stamford passed away in Murdo, Sept. 25th, after quite a long spell of poor health. Mr. Mallet was the father of Blk. Hills, Engineer Wilbur Mallet and Agent Mallet, of Stamford. Funeral services were held from the Congregational church, Sunday, and the deceased was laid to rest in the Murdo cemetery. The bereaved family have the heartfelt sympathy of all on the division.

Roundhouse Foreman and Mrs. Ricks arrived home from their two weeks vacation on the 24th. They spent most of the time in Boscobel, Wis., the old home town and from all reports had a very good time. Miss Naldrea Hodges drove out with them and stayed a day or so, before going back to her home in Mason City.

Carman and Mrs. Carl Lathrop are enjoying a visit with their daughter and son-in-law, Mr. and Mrs. Charles Salmon, of Rapid City.

Mrs. Fred Kemper made a trip to Rapid City last week staying between trains for a short visit with her mother.

The town of Chamberlain is already the scene of much activity and bustling about. They are getting ready for the biggest celebration ever held in western South Dakota. It will last four or five days, I don't remember which, and is in honor of the new wagon bridge which has been constructed for the past year. This will mean a great thing to western South Dakota, opening it up in such a way that all industries will profit by it. They have contracted for ten different bands to furnish plenty of music for the occasion and even a Motion Picture Company from Hollywood will be there and film a picture, using the river country for the scene of the story. I am told that the town is furnishing the Indians and Soldiers, getting the former from the reservation and the latter from Fort Meade. Everyone says they are going so there ought to be some big time.

Roundhouse Laborer Weslay Smith and wife were called away last week on account of the death of Mrs. Smith's father. We are sorry to hear of this and wish Mrs. Smith to know that she has the sympathy of all.

Engine Watchman Ernest Jordan has been enjoying a visit with his parents from Texas.

Idaho Division

The picnic given by the Milwaukee Women's Club at Natatorium Park, Spokane, August 26th under the direction of Mrs. E. F. Rummel, President, proved the biggest get together affair in the history of the Idaho Division. Mrs. Rummel was very ably assisted by Miss Bess Rocek of the B & B Dept. Never before have the Idaho Division employes and their families had an opportunity to get out together in real play and they took to it like a bunch of happy kids. One hundred and forty-five strong including all Division operating and traffic officers and their families. Games and a picnic dinner were arranged and everybody fell to at once for a real good time. Two baseball teams were quickly organized and dubbed themselves the "Reds and Blues," they lined up as follows:

The Blues		The Reds
Miss Donlon	C.	Miss C. Lanning
Mr. Rummell	P.	Miss E. Lanning
K. Grobel	1B	E. M. Grobel
Gus Rossbach	2B	P. L. Hays
J. R. Clark	SS	W. T. O'Reilly
G. W. Lanning	3B	R. E. Burns
A. Janosky	RF	Mrs. E. F. Rummel
Mrs. Grobel	CF	Miss Bess Rocek
R. Gallagher	LF	F. M. Sloan

Substitutes: Z. M. Case, C.
Miss Shook, P.

Umpires: Bud Lanning and J. C. Clark.

The result ended in a 14-14 tie. The Umpire, Bud Lanning, a boy of rather tender years made some very bad decisions in favor of the Blues or the final score would have, undoubtedly, been in favor of the Reds. Bud should not be blamed, however, as it was later learned that G. A. Rossbach had approached him during the first part of the game and very gravely stated that it was the practice to hang the Umpire after the game.

Most of the players on both teams proved real stars. Bess Rocek caught a hot one in "Deep Center" that was the outstanding feature of the game. Every time E. M. Grobel hit the ball he busted the bat and the game called on account of no more bats.

The three legged race was a real thriller. Mr. Rummel and Mr. Hays made good going one way but on the home stretch, while endeavoring to increase their speed, Mr. Hays couldn't keep up with his running mate so they piled up. P. L. lit on his ear. Mr. Rummel, so suddenly checked, stepped on P. L's. stomach, skidded and dropped with an elbow on P. L's. other ear. P. L. retaliated by walking all over Mr. Rummel's feet while trying to get up. In the meantime Bill O'Reilly and Dick Gallagher had crossed the line for a first while E. M. Grobel and F. M. Sloan, who had broken their tie rope, came lumbering in second. Mr. Rummel and Mr. Hays finished third. There were only three running. Stung by the loss of this race Mr. Rummel challenged Mr. Sloan to a foot race but the latter said he had already come in second on one race and let the matter drop.

Next came the eats, a real feed, with everybody happy. One long table was set in a shady part of the lawn, an ideal spot, near the Spokane river. Participating in games, swimming in the plunge, and other sports, in which nearly all had shared, brought real appetites to the table, and eating and visiting continued until dark, after which various park amusements were patronized until the dance hall opened for the evening dance where again those, who could remain, made merry, and where there might have been any tendency on the part of anyone to be backward about getting acquainted prior to this, it was dispelled at the dance. Agent W. W. Cutler assisted Mrs. Rummel in this and saw to it that everybody danced. Bill sure has a way with him.

The picnic was a wonderful success both as a picnic and as a means of bringing the employes and their families together. Employes, working together for years, had never before had an opportunity to meet each others families. Many employes families had never before met families of other employes and it was certainly a treat for all to meet up and on an even basis. Now everybody knows that everybody else is "Real Folks."

Understand a dance has been planned for the near future which will give us all a chance to meet agin.

Many employes are on the sick list this month, but with the exception of Agent Jack Walden, of Clarkia, none of them serious. Jack is in the St. Marie's hospital with a very severe case of Asthma. His brother, Ellis, of Ewan, has been in St. Luke's hospital, Spokane, for the past month with stomach trouble. Mrs. Walden is in charge of his station until he recovers.

Yardmaster C. H. Thompson, of Malden, and yardmaster L. E. Carlysle, of Spokane, are still away from duty

Switchman Perry Williams, of Othello, and Conductor Jack Donwey, of St. Maries, have been laid up on account of illness but are now back to work.

Conductor W. J. Peters, who had been absent from work since May, 1924, due to severe illness, returned to work August 25th and has taken runs 27 and 28 between Plummer Jct and Marengo. We are all glad to see Bill back.

A very sad accident occurred at Ruby recently while Agent W. C. Sprinkle and family of Cusick was visiting the family of Agent William Zyph at the former point on a Sunday. The children somehow got hold of a gun which was accidently discharged and the eldest daughter of Mr. and Mrs. Sprinkle was instantly killed. The entire division extends deepest sympathy to Mr. and Mrs. Sprinkle.

The excursion trains which have operated over the week end recently between Spokane and Coast cities have been a wonderful success and have proved beyond a doubt the popularity of the Milwaukee in the west. Two Special trains of 15 and 11 cars each and five extra coaches were necessary to handle the excursionists on the last excursion from Tacoma and Seattle to Spokane over Sunday and Labor day. A new record of performance was hung up by Engineer Charles A. Davis when he brought 15 cars from Othello to Spokane with engine 6366 in three hours flat. This train was due into Spokane at 7 P.M. and, on account of being delivered to us late at Othello, it was necessary that the run be made in this time to get people in at the advertised time, and Charlie made good.

Engineer John Berg also made a perfect score with the second special while engineer McCall, pulling the overloaded Olympian, made up seven minutes on 16's running time Othello to Spokane.

Roadmaster C. F. Allen spent two weeks vacation in the east.

Conductor F. C. Therrien was in to pay us a visit the other day. First time had seen Frank since 1918. Poisoned oak poisoning from swimming in a lake near Malden had put him on the lay off list for a while.

Mr. and Mrs. F. J. Washburn have returned to Malden after being absent two months. They had planned to spend their vacation at Deer Lake, Northern Washington, but while there word was received that Mrs. Washburn's mother at Portage, Wis., was very low. They hurried east and were present at the mother's death. Mrs. Washburn's two nieces, Mary, seven, and Betty, five year, returned to Malden with them to make their future home. Their mother died some years ago and their father, Mrs. Washburn's brother, who travels, is unable to give them the necessary care after the death of their grandmother. Fred says he has just started to live now that the two little tots have come into his home. He will be a wonderful daddy alright.

Switchman John Stiltz had his left thumb smashed while trying to make a coupling, Spokane Yard, Seytember 9th.

Brakeman C. C. West sprained his ankle when he fell off a wood rack while riding to make a coupling recently.

Conductor D. J. Kelly as an active "Business Getter" was successful in obtaining five passengers, Spokane to Chicago, via our line. He, after soliciting them, was in doubt as to whether or not they would travel "Milwaukee," so took it upon himself to dray their trunks to the Union Station free of charge and saw to it that they left Spokane on our train.

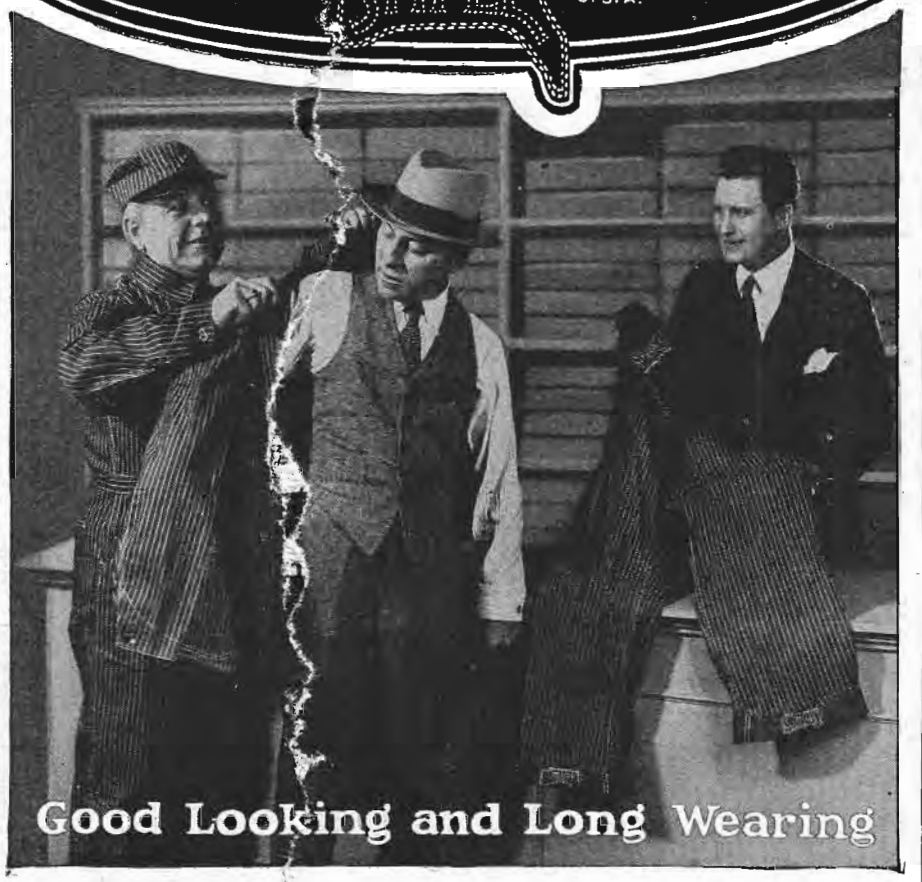
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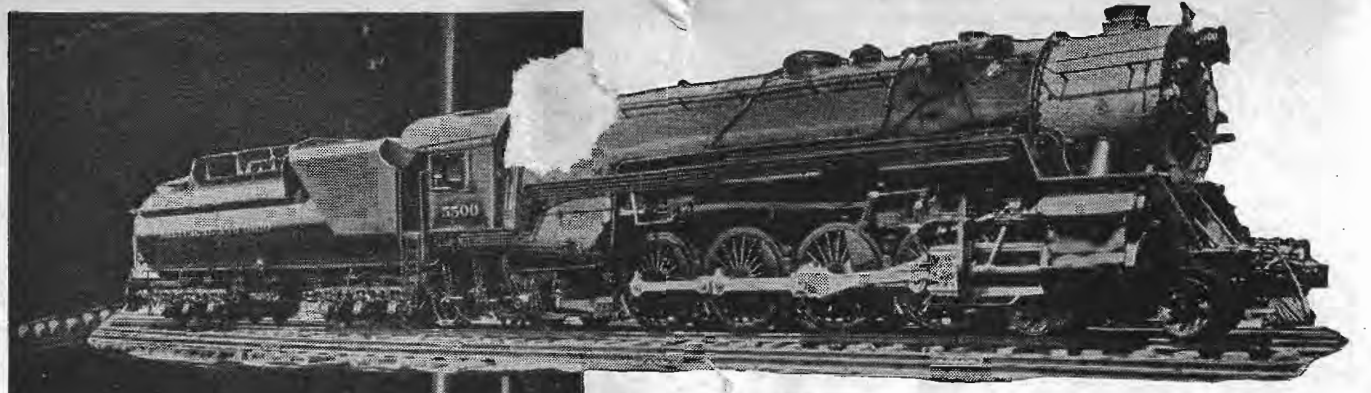
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