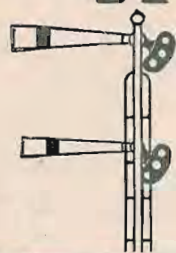


THE MILWAUKEE MAGAZINE

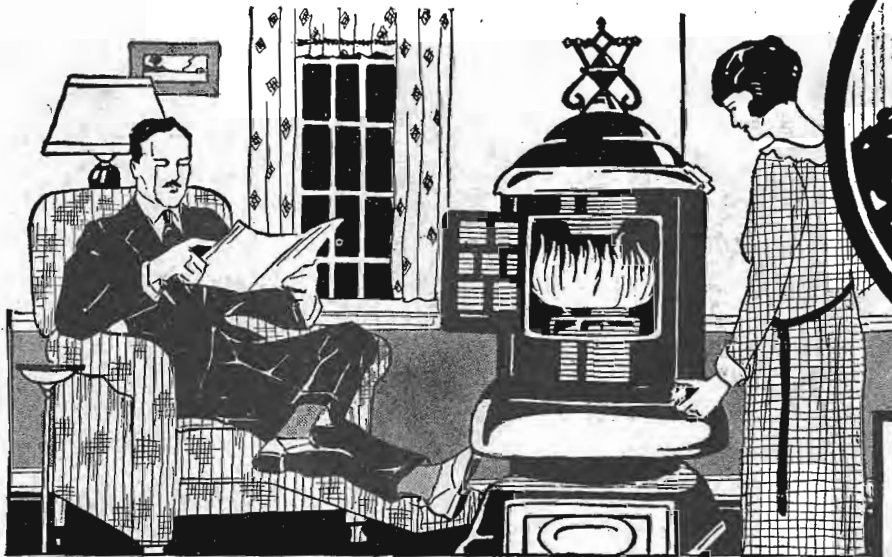


TO PUGET SOUND
THE
**CHICAGO
MILWAUKEE**
AND ST. PAUL
RAILWAY
ELECTRIFIED

In Elms Park, Excelsior Springs, Mo.

OCTOBER, 1923

NEW WAY TO HEAT YOUR HOME



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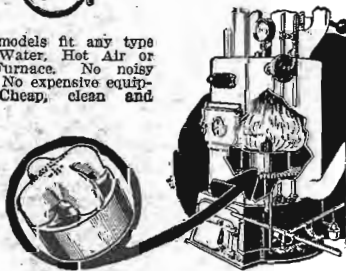
These facts about coal strikes foreshadow what is bound to happen again. There has been a coal strike every year for the past fifteen, according to the statistical abstract of the U. S. A. And the seriousness of these strikes has been growing—1922 was the worst of all. Will you go through another winter at the mercy and caprice of this situation? Are you going to be one of those who pay for the coal strikes?

End Your Coal Worries



Amazing Invention does away with Dirty Coal and Wood in any Range or Cook Stove. No more smoke, no ashes, no soot. Splendid cooking and baking.

Sixteen models fit any type of Hot Water, Hot Air or Steam Furnace. No noisy motors. No expensive equipment. Cheap, clean and odorless.



Amazing New Invention—Three Times Heat of Coal!

Do away with the drudgery of ashes, dirt, smoke, odor, chopping, shoveling, carrying dirty coal and wood. Snap your fingers at coal strikes. Mail coupon at once for attractive free booklet, "New Kind of Heat," which shows how the Oliver works.

Special Low Price Introductory Offer

Those who act quickly will be entitled to a special Low Introductory price. Get your Oliver installed quickly. Mail coupon at once for big offer.

OLIVER OIL-GAS BURNER

OLIVER OIL-GAS BURNER CO.
2094-J Oliver Bldg. St. Louis, Mo.
Oldest and Largest Manufacturers of Oil-Gas Burners in the World
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 Specify steam, hot air, or hot water.
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Big Money for Railway Men

Here is your opportunity to cash in on the big money opportunity that this amazing invention is bringing to agents and spare time workers in every part of the country. People are clamoring for this burner. You have two or three hours of spare time every day that could easily be turned into real money.

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If you want to earn \$50 to \$100 a week in your spare time write to me at once for full details of my exclusive territory and free sample case offer. Address me personally, Mr. B. M. Oliver, at address given above.

Amazing new kind of heat ends drudgery of mussy furnace, heater or cook stove! Ends—for all time—your worry about coal strikes, shortages that send prices sky-high with discouraging regularity. Wonderful invention, in one minute, turns any furnace, cooking or heating stove into an oil-gas stove.

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Just the turn of a valve and instantly as much or as little heat as you want! No more fires to build, bank or watch. No more dirty, heavy coal to lift. No more ashes to sift and breathe. The Oliver Oil-Gas Burner burns 95% air and only 5% oil, the cheapest fuel there is—turning them into an actual gas that burns with an intensely hot, clean flame. No wicks, no smoke, no danger, no odors, no waiting. Gives three times the heat of coal or wood.

Fits Any Stove or Furnace

Sixteen different models to fit any kind of furnace, cooking or heating stove. No holes to drill, no bolts to fasten, no change whatever in your stove. Simply sets in firebox. Easily slipped in—in one minute. Absolutely safe. Lasts a lifetime.



Wonderful 32-Piece Aluminum Set consists of 2 Bread Pans; Doughnut Cutter; 2 Loose Bottom Jelly Cake Pans; Combination Teakettle and Rice Boiler with Lid; Saucepan Set with Lid; Dipper; Colander; Measuring Cup; Percolator; 2 Pie Pans; Complete Castor Set; Tea or Coffee Strainer; Fry Pan; also cooker set of 5 pieces—makes 11 separate utensil combinations; Preserving Kettle; Convex Kettle; Combination Cooker; Casserole; Pudding Pan; Tubed Cake Pan; Colander; Roaster; Corn Popper; Steamer Set; Double Boiler.

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No Money Down

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Order by No. 417EEMA7. Price for Aluminum Set, \$18.95. No money down. \$2.00 and postage on arrival. Balance \$2.00 monthly. 10-Piece Kitchen Set is FREE.

Mail the Coupon

Don't hesitate. Send at once, while this offer holds good. Not a penny's risk. Order NOW, while you can get the Kitchen Set Free.

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Send the 32-Piece Aluminum Cooking Set No. 417EEMA7, Price \$18.95, and 10-Piece Kitchen Set. Will pay \$2 and postage on the Aluminum Set on arrival. Kitchen Set is FREE. I am to have 30 days' free trial. If not satisfied, I will ship both sets back. If I keep them, I will pay you \$2 monthly until the price of the Aluminum Set, \$18.95, is paid. Title remains with you until final payment is made.

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JOHN J. BURNS

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Listen, Milwaukee Railway Employees!

Would you like some personal cards bearing your name and emblem of your railroad; the emblem printed in red, your name in black, on Superior Bristol Cardboard, size 2x3½ in., classy stuff, to show your business associates or your best girl or adoring family?

Send your name written plainly (better print it) and \$1.50 and we will send you 100 cards, prepaid, printed in two colors. Some class! Come on!!

C. M. & St. P. Railway Employees' Magazine
PRINTING DEPARTMENT

141 West Ohio Street

Chicago



One Hundred Thousand Years with the Milwaukee Road

Having just had the privilege of attending the fifth annual meeting of the Veteran Employees Association of the Chicago, Milwaukee and St. Paul Railway Company, I naturally retain strong impressions of the memorable event.

There are now some 4,200 members—and one cannot be a member unless he has had at least 25 years of service with the Milwaukee Railroad.

Adding together the minimum years of service of all these members, we have represented in this Association more than 100,000 years of railroad experience!

These figures have great significance. The last quarter of a century bridges a most important period in railroad history—a period of changes in relations involving officers and employees, the government and the public.

The fact that this small army of men have each remained 25 years or more with this Company indicates that they have formed the habit of performing their work steadily and satisfactorily.

One hundred thousand years of such intelligent, constructive effort by the Veteran Employees of this road constitute a remarkable contribution to the industrial progress and integrity of the nation.

Each of these men has expert knowledge of some one or more features of the art of transportation; he has had long training and discipline; he has had continuous contact with fellow employees before and after their advancement to more responsible positions, and that he values these friendships of many years standing is proved by his desire to continue such contact through membership in this Association.

A man whose connection with the railroad business covers 25 years or more is not likely to be misled by political and other leaders who in recent years have been very active in a selfish campaign to create suspicion, distrust and disloyalty among employees.

So long a record of service brings with it a sense of responsibility and a stability of character that cannot be easily swept aside by mere outbursts of destructive oratory.

In order that the railroads may adequately and satisfactorily serve the public it is necessary that all engaged in the railroad business shall possess those individual qualifications that have made it possible for the transportation industry to assume its present position next to the greatest industry in the country.

With all this in mind I have much pleasure in directing the attention of every employe of this road to the Veteran Employees Association, as well as the Milwaukee-Puget Sound Pioneers' Club (which comprises those identified with the construction of the western lines), as organizations representing most of those things really worth while in the world of industrial achievement.

I have equal satisfaction in suggesting, for the consideration of anyone outside the Milwaukee family who may read this, the various ways in which the Veterans' hundred thousand years of active service have been of material benefit to the Nation.

President.

The Veteran's Meeting

Undoubtedly the most satisfactory and successful meeting of the Veteran Employees Association has been the one held in Milwaukee on September 18 and 19 last past. The gathering was large, and the events of the business meeting full of good omen for the future welfare and comfort of the Milwaukee Vets.

The gathering of the clans began on the morning of the 18th, and when the regular annual business meeting was called to order, there were over six hundred in the hall.

The regular routine of reports over, the members were asked to listen to the report of the chairman of the pension committee, and when Chairman "Lew" Boyle rose with a hand full of documents there was a light in his eye and a smile on his face that gave the Vets their first positive forecast of the great moment in store for them. Gradually Mr. Boyle outlined the work of his committee during the years since it was appointed until with a triumphal sweep of his hand, he held up the gold-sealed charter, and said: "I want to call your attention to the fact, boys, that we have a pension right this minute. It's going. In fact it has started. You've got a good thing, and your committee is able to present it to you without one cent of expense, and today we are ready to proceed to get it working. Our officials are with us; they have encouraged us; they have said 'God, bless you, let it be completed if possible, and we will help in every way that we are able to.'" Mr. Boyle then went into the working details of the plan, much as they have been told in the Magazine before, and as they will be found in the by-laws; and he finished up his report with an appeal to every veteran present to constitute himself a committee of one to go among all employees and solicit membership in the Milwaukee Employees Pension Association, for he pointed out that the larger the membership, the sooner a big working fund will be accumulated and the larger may be the pension. The pension plan has received the endorsement of the comptroller, vice president in charge of accounting, of the legal department and all of the other executives who examined it minutely and expressed themselves as satisfied in every way that it was not only feasible, but fraught with great benefit for everyone who availed himself of its opportunities.

Upon conclusion of Mr. Boyle's report, General Counsel H. H. Field spoke to the motion that had been made to accept the report. Mr. Field also desired to be put on record as offering a vote of thanks to the committee for their untiring and excellent work, which he said he considered one hundred per cent. He said he heartily endorsed the plan and felt sure it was going to be a splendid thing for us all.

The motion accepting the Committee's report and offering them a vote of thanks was carried unanimously. Mrs. Kendall moved that a vote of thanks be tendered to Grant Williams, secretary-treasurer, amended by President Mitchell to include Mrs. Williams, for the great work he has done in pushing the pension plan and that they have both accomplished in getting the prospectus and necessary information be-

fore all employees promptly, so that the work of enrolling members in the pension association might commence immediately. When Mr. Boyle made the announcement that the pension was here, started and on its way; that it was a live issue of the moment and not something to be talked over and considered and voted upon and referred back, with all the other etceteras, there was a short period of silence and then the rafters rung with the cheers that broke.

A pleasant incident of the meeting, and one that the Vets like to dwell upon and tell about was when one of the members arose and informed the chair that a "stranger had entered and taken a seat in the hall" and asked that he be invited to step up to the platform. The invitation being given, General Manager Gillick, with that boyish smile on his face for which he is so well known and beloved walked to the front of the room through a cheering crowd of loyal friends and fellow-workers to whom the man at that moment was not the "General Manager" but their beloved and trusted friend. Mr. Gillick spoke a few moments in favor of the pension and congratulated the Veterans for their record in inaugurating such an important constructive program.

The election of officers which followed resulted in the secretary being instructed to cast the ballot for re-election of the entire list of old officers and executive board. They are: President, C. W. Mitchell; vice president, W. P. Harter; secretary-treasurer, Grant Williams; executive board in addition to the foregoing, Charles E. Wood, E. W. Grant and J. E. Roberts.

The Banquet

The great occasion of the Veterans' meetings is and always has been the annual banquet, and this year was no exception. The crowd was the usual Milwaukee gathering, there being between twelve and thirteen hundred present in the great auditorium main hall. The dinner was announced for 6:30 but long before that hour the big lobby was filled with men and women in the midst of whom stood President Byram, Vice President Calkins, General Counsel H. H. Field, General Manager Gillick, Assistant to Vice President J. H. Foster and other officials who had also come early in order to shake hands with the many friends who crowded about them. The wonderful spirit of fraternity and friendship for which the Milwaukee is famous is nowhere more manifest than at these gatherings when executive and employee meet on the common ground of friend and friend, shake hands and swap stories just as they did twenty, forty, and fifty years ago when every man was John and George and Jim, regardless of whether he was the boss or the call boy.

After the invocation by the Rev. J. P. Dorward of Milwaukee, the dinner that was served was a royal one and the general committee of arrangements were showered with compliments upon its

quality, its variety, the excellence of the cooking and "it was hot." The service could not have been surpassed and when one reflects that over twelve hundred people were served without an apparent "hitch," everyone had all he could eat of the best food that could be provided, served in an appetizing and dainty manner and that the service proceeded like clock-work from soup to the candy and cigars, it cannot but be felt that great credit is due the committee as well as to the managers of the auditorium for their fine efforts in behalf of the Veterans.

There was good music and an entertaining program, numbers of which were interspersed throughout the speaking of the evening.

Mr. H. H. Field has with one exception presided as toastmaster at the Veterans' banquets, and when he raised the gavel for order, his appearance in the old, familiar place brought cheers from the great company in front of him. The Veterans' association has no more loyal or able supporter than General Counsel Field. Mr. Field drew its constitution, has attended all of the meetings and aided the board at all times with his advice and guidance, and whenever he appears among them their hats are off to this smiling, genial and able leader.

In speaking to the assembly, Mr. Field reviewed the growth of the organization since its opening meeting at Hotel LaSalle in Chicago, when with a membership of about forty, its constitution and by-laws were adopted and its members enrolled; to the present meeting when its membership numbers over four thousand and its fine record of achievement the most progressive and creditable of any organization of its kind in the world. Mr. Field always has a fund of funny stories to punctuate his discourse and his introductory remarks are full of the genial humor which is a part of him. He called attention to the fact that this year is the 60th anniversary of the railroad and went back to the day when it started on its way with 108 miles to the present when it serves half a continent with over 11,000 miles of track. He introduced Mayor Hoan of Milwaukee as the "best mayor of the best city in the country" and Mayor Hoan gave the Vets a cordial welcome. He dwelt upon the fact of a railroad that had a veteran organization of the size of this one, as being significant of that spirit of square dealing and humanity which he hoped would some day pervade all industry. He, too, went back to a time in early days when the Milwaukee Road, in its infancy, needed money and offered the city of Milwaukee \$250,000 of the stock of the company as collateral. The city advanced the money and for several years was a partner in the railroad enterprise. He added that several years later, when better days had come, the company came in, paid its debt and redeemed its stock. He concluded with a cordial invitation to the Vets to "come again."

Mr. Field in introducing Vice President Calkins, spoke of him as having carried the banner of the Milwaukee to Puget

Sound water and beyond, to the far Orient. Mr. Calkins is a veteran of over forty years, during all of which he has been engaged in getting business for the company. In his talk he spoke of the effective cooperation and help that Milwaukee employees received from the womenfolk of the family, a fact that needed no further testimonial than the presence there of so many ladies, and he paid a high tribute to their loyalty and intelligent interest in the affairs of the railroad; to the very substantial help they often were in the way of securing business for the company; and to the good work of the women-employees everywhere. He heartily endorsed the action of the association in the matter of the pension and congratulated them on a great constructive movement. The inauguration of this pension program, he said, was the first of its kind in the history of railroading; and he took the occasion to remind the Veterans that in all other progressive matters, as in this, The Milwaukee had ever taken the lead. He spoke of the friendly feeling for our company in the Orient and referred to the great calamity that has overtaken Japan, saying that he felt sure all present would be glad to know that our President, on the day following the receipt of the news of the great disaster, had cabled five thousand dollars in the name of the company, for the relief of the sufferers. Also that employees had contributed approximately ten thousand dollars to the same cause. He appealed to the Veterans and their families to keep up the good work, for their cooperation and effort was and always would be an important factor in the success of this road.

President C. W. Mitchell of the Veterans' association spoke on the pension and of the fine contribution of \$5,000 by the Veterans' Association to the Pension Association to enable them to get on their feet and to help the functioning of the organization until such time as its funds would enable it to carry on without assistance. He said this had been *unanimously voted*, as had the adoption of the pension plan; and he thought it bespoke the best cooperation and a splendid human feeling in providing a way for the future welfare and comfort of those to come after us, for the pension system now adopted and started would grow and its usefulness and benefits would magnify with each succeeding year. He further appealed to every veteran to take up the work of getting the entire personnel of the railroad workers into the Pension Association, so that before the time of enrollment expired, there would be a one hundred percent representation.

Mr. Nivin, city attorney of Milwaukee, followed and kept everyone in a good humor by his endless fund of story and anecdote. He also referred to the good work of the afternoon by the association in the adoption of the pension plan and of the benefits sure to accrue to employee and company alike, from it.

Larry Hodgson, former mayor of St. Paul, one of the association's warmest friends and its honored guest warmed the hearts of his hearers by his fervent oratory and his feeling references to old times, old memories and old faces of the Milwaukee road of by-gone days. He began his address in his characteristically genial way by saying, "Boys and Girls, isn't it a wonderful thing to get home again . . . Home is where the heart

is, and wherever these Milwaukee Veterans go, they carry their hearts with them, and they have shown especially in the action taken this afternoon that for kindness and humanity they have no superiors in the civilized world. Of course, he told funny stories, for that is part of his charm, and always his humor is very close to the tear line, and then he concluded his stirring address with "Good-bye and God bless you, boys and girls of the Milwaukee family circle."

When Mr. Gillick was introduced the applause, as usual, shook the building, and "our Jim" was so overcome that he found it impossible to do more than acknowledge their welcome after he was given an opportunity to make himself heard. He thanked them all for their manifestation of regard and said it was appreciated and valued more than he could express. And then by way of assuring him doubly of their love and respect the applause was renewed and kept up until Mr. Field rapped for order.

President Byram followed and was warmly welcomed for the president in the six years that he has been with the Milwaukee Railroad, has endeared himself to the employee personnel in no uncertain manner. He makes himself a part of them when he is among them and evidences his feeling in his very human understanding and interest in them all. In the vernacular "The President is a regular fellow" and the assemblage was not slow to make him feel their sympathy when he stood up to address them. Mr. Byram had prepared an address which he held in his hand as he stood, but the spirit of the evening and the occasion rose above the written word, and his "speech" was just a little talk, full of the human touch.

He began by saying that when he got into a meeting like this he was always impressed with the sense of his responsibility as the official head of this railroad; and that the fine cooperation which he had received ever since he had been here had made his work easier; that the progress made since he came to the Milwaukee was due solely to the cooperation and help he had always had from the officers and employees of the company. "Who would not be proud of such support as has been accorded me from this vast company of employees," he said, "and how could not I help but get along, with such help."

He referred to what Mayor Hoan had said about the splendid integrity of its first officers, who having sought subscriptions from the business men of Milwaukee, recognized the indebtedness and paid up as soon as they were able; and said he believed that that spirit and that integrity had always obtained in all of the business dealings of the company since that early time; and he stated he had been very much gratified because he could say that he had found nothing wrong or irregular in its affairs; and that whatever complaints might be made of railroads in general by those who were seeking some grounds for criticism, nothing could be truthfully said against the Milwaukee company in respect to its conduct of its affairs. Every dollar that had been put into it was still here, there were no dishonest nickels and no bricks could be thrown at us.

Railroads these days have many enemies, people who said things against them when they did not know what they were talking about and were unwilling to try to get at the truth by asking *railroad men* for it. He referred to the Transportation Act and the efforts which it is expected will be made in congress to nullify many of its provisions; spoke of those who are going to the farmers and telling them that the Transportation Act is doing all the mischief for the "poor farmer". He brought up and discussed the attacks on the valuation and the hue and cry that is being raised to "squeeze the water out of the railroads" with the inevitable result it would have of depriving the people who have invested in this railroad for example of any returns on their money, and even of the investment itself. Mr. Byram told the assembly that he believed it to be as important a duty on the part of the employees as any other service they had to perform, to take all possible opportunities and means to refute and discredit such demagogues. As an example of *cooperation* he cited an instance of a stenographer in the legal department at Kansas City who had used her influence to get the patronage of a woman's club in Missouri for a trip to Seattle, and said "What would happen if our entire 50,000 employees would take the same sort of interest in the company's welfare wherever and whenever it came in their way, to say or do something for the company's interest or benefit. Turning to the matter of the pension, Mr. Byram said "Something has happened today equally important to the railroad and to the employees—the adoption of a pension system. The action taken is typical of this railroad and its personnel. When I first came here you thought we were deficient in that we had no pension. I agreed with you thoroughly, but had to say, much as I regretted to, that it was a very expensive proposition to establish a pension on a railroad of this size and number of employees. It would have been impossible then, (and it still is) but I assured you then that I was, and I am now in full sympathy with the pension idea; and I would like to have said that it would be established if I could have seen my way to do so. But as I could not do that, you have done the typical Milwaukee thing; you thought the pension would be a good thing and you started out to get it, and not seeing any other way to get it, you employees have gotten busy and done it yourselves. When your plan was brought to me, I urged that great caution be exercised in your proceedings, because I wanted to be sure you were not making any mistake. I had it thoroughly investigated by experts and the plan was found to be sound in every respect. Now I am able, here, to give you the assurance of our sympathy and support in developing it and getting it to the attention of all of our employees. The work of collecting the contributions will not cost you a cent; we will go as far as we can and we can do a great deal to help. We accept the duty gladly, are more than willing to do it. You have established it on your part, you have carried it through, now let us be the pack horse and do the work.

"Now in conclusion, I cannot tell you how sincerely I enjoy these meetings. There is not another organizations like this in the world. I am somewhat fami-

liar with similar organizations on other railroads, but I know of nothing like this. They largely meet and talk about the business of the railroad and are more or less paper organizations. This is a real one, a live one, a growing one and one to be proud of; and I am proud of it. Now that you have adopted a pension system you have established a bond of helpfulness extending to young and old that is one of the finest and most significant things that has happened in my experience, and I believe there could not be a finer indication of good fellowship. God bless you all."

After the applause following the President's fine and spirited talk had subsided, some letters from absent friends were read; a rising vote of thanks to W. D. Carrick, general chairman of the committee of arrangements and the members of his staff was tendered, and a silent moment in memory of those who had "passed over" since the last meeting.

After adjournment from the banquet hall, there was a social hour and dancing.

On Wednesday afternoon, the visiting veterans were entertained by an automobile ride about the beautiful Cream City and a visit to the great "Eline" chocolate factory. At the factory, after listening to an interesting talk upon the method of manufacturing the chocolate dainties that bear the Eline trade-mark, the company numbering more than four hundred were escorted in platoons of sixty, through the factory and treated at the end to refreshments of iced chocolate and wafers. The drive concluded the program and with the fall of the evening shadows the veterans

went their several homeward ways, satisfied over a worthy achievement and happy at the renewal of old ties, old friendships and the cementing anew of the bonds of a fellowship that has endured through a quarter, even to half a century and beyond. The date and place of the next meeting will be announced at a later date.

Among the letters of regret read at the Veterans' banquet were the following:

September 5th, 1923.

Dear Mr. Byram:—

I have just returned from a holiday and find your letter of the 18th ultimo.

Please accept and convey to Mr. Williams my thanks for the kind invitation to attend the Veteran Employees' Association Annual Meeting to be held in Milwaukee September 17th and 18th.

It would be a great pleasure to meet the veterans of the railway organization that I joined over 54 years ago, but at the moment I am not sure that my engagements will permit me to be present. I shall, however, be better informed in the course of the next few days and shall write you again.

With kindest regards,

Yours sincerely,

SHAUGHNESSY.

August 28th, 1923.

My dear Mr. Byram:—

I thank you very much, and through you Mr. Grant Williams for the very kind invitation to attend the meeting of Veteran Employees Association of the Chicago, Milwaukee & St. Paul Railway in Milwaukee on the 18th and 19th of September.

Nothing could give me more satisfaction than to meet the representatives of the old road at that time, but I am a long distance away, and like a majority of the old men, am gradually getting to the age when travel is becoming a burden, and I fear I must forego the pleasure of accepting.

Will you ask Mr. Williams to thank the old employees for me, tell them my service dates back to the days of S. S. Merrill, H. C. Atkins, L. B. Rock, D. A. Olin, and C. H. Prior, and nothing would give me more pleasure than to

take many of the old time employees by the hand, and wish them a happy sun set of life with a prolonged after-glow.

Thanking you again for your courtesy, I am with profound regards,

Yours most sincerely,

W. C. BROWN.

September 12, 1923.

Dear Mr. Field:—

Your letter of September 11:

Those who know me, I hope, know that I do not "mush". For several years I have looked forward to meeting my comrades of the Milwaukee Veterans Association and so far something has always intervened, greatly to my discomfort.

I have to be in Nashville, Tennessee, on Tuesday, September 18, and must go directly from there to Washington. I have gone into this detail to absolve myself from the usual clauses, "account of a previous engagement" or "due to circumstances over which I have no control," etc.

It is my earnest hope that sometime I shall have the opportunity of meeting my old comrades on "The Milwaukee" and some of the newer ones. Human affections are strange things. I have been away from "The Milwaukee" more than three times as long as I worked there but the affection I have for it has never been eradicated. When its fortunes are up, I am glad; when they are down, I am depressed.

You of the younger generation have small knowledge of the pioneers of the eighties. They were earnest strong men filled with zeal.

I must fall back on the somewhat hackneyed phraseology of extending to my old friends, to the Association in general my warmest congratulations with a silent thought to those who have "gone over", and the hope that the Association may continue its prosperity and the cultivation of the fraternal feeling between its members and the staff, all of whom I trust share with me the joyful anticipation of the realization that will be mine when circumstances permit me to renew our acquaintance in a more personal manner than through this medium.

Thanking you for your kind invitation, and with the conveyance of my affectionate regard, I am,

Very faithfully yours,

FREDERICK D. UNDERWOOD.

TREASURER'S REPORT: VETERAN EMPLOYEES ASSOCIATION

Covering the two years' period from September 15, 1921, to September 18, 1923.

Sept. 15, 1921. Balance, Cash on hand.....	\$5,424.77	
Investments	4,000.00	\$9,424.77
RECEIPTS—		
Initiation Fees	\$ 675.00	
Dues	7,197.00	
Interest	680.14	
Annual Meeting, Minneapolis, Sept. 15, 1921.....	1,384.00	
Association Emblems sold	21.00	
Miscellaneous	3.10	9,960.24
		\$19,385.01
DISBURSEMENTS—		
Annual Meeting, Minneapolis, Sept. 15, 1921.....	\$3,306.69	
Refunds of over-payments.....	37.00	
Association Emblems	245.70	
Bank Exchange	42.32	
Postage	258.10	
Stationery, Printing and Supplies.....	499.22	
Executive Committee Expense	64.12	
Pension Committee Expense	612.81	
Secretary's Salary	1,200.00	
Clerical Hire	401.00	
Donations Authorized by Executive Committee.....	300.00	
Accrued Interest	99.98	7,066.94
BALANCE, as of September 18, 1923.....		\$12,318.07
Cash on hand and in Bank.....	\$ 2,335.57	
Invested in Government Bonds.....	9,982.50	
		\$12,318.07

Material Used by the Car Department

(Article No. 6 of a Series Dealing with the Car Dept.)

C. G. JUNEAU

While walking down a rather dusty road in Scotland, where he was spending his leave from the front, a Yank soldier met a bearded Highlander and entered the distance to the next village. "About four miles," replied Sandy. The soldier asked for a ride in the little two-wheeled cart, and as they rode along and watched the soldier espied an earthenware jar in the turnout. "What's in the jar, Sandy," he enquired—"whiskey?" "Aye," replied Sandy, "whuskey." "Well, say," began the thirsty warrior, "I wish you would ask me to have a drink, for I sure am dry." Sandy scratched his head before replying—"Ah can naw do thut—only ha'f the whusky is mine." "Well, that's all right," said the soldier cheerfully, "I'll have the drink out of your half." "I can naw do thut, either," Sandy stammered back, "ma ha'f's at the bottom."

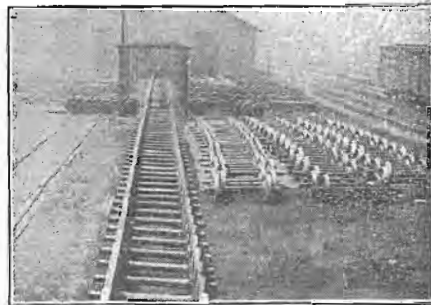
It is often the way with materials required by the car department—"our half is at the bottom". The repairing of cars is dependent upon three things—men, materials and facilities. Like a three-legged stool any one of them missing makes it a "shaky proposition". It is so obviously going to cause difficulties to be out of material, that the uninitiated will at once ask why steps are not taken to preclude the possibility of it. Let us take the principal items we require:

Approximately \$35,000 worth of bolts, nuts and rivets are used monthly.

Approximately \$120,000 worth of forgings are required each month.

Approximately \$230,000 worth of castings are needed every four weeks.

Approximately \$150,000 worth of lumber is used monthly. These are merely the



Mounted Car Wheels

principal general items. In fact the store department carries in stock no less than 20,000 different articles for repairing cars. A department store handling the same quantities would be known throughout the country. The undertaking requires management and organization, and its work is not without difficulties unapparent to those outside its immediate sphere.

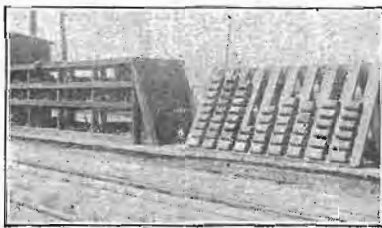
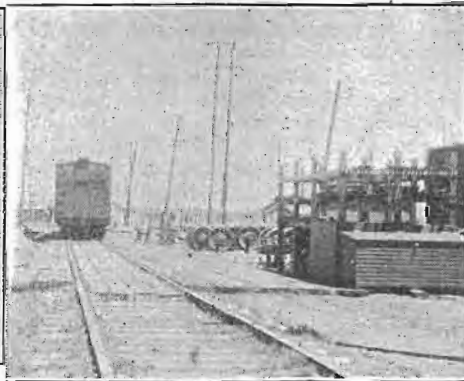
The forgings and large machine bolts are all manufactured in our own shops, principally at Milwaukee and Tacoma, and distributed from there over the system. As many gray-iron castings as possible are made in our foundry at Milwaukee. Malleable and steel castings are ordered direct from outside foundries at any point on or adjacent to our road, usually as near as possible to the place at which they will be used. Lumber is obtained principally from the west, and is shipped over our own lines to the various shop points at which we have mills, the largest of them being at Milwaukee. At these points it is stored and seasoned, and supplied to local or outside repair tracks via the mills. In order to keep the quantities of lumber held in stock at a reasonable minimum, while allowing sufficient time for seasoning and at the same time avoiding shortages, it is necessary that requirements be known or estimated some considerable time in advance.

The fluctuations in the length of time taken to obtain materials are very great. The manufacturers will accumulate orders and lengthen the time of delivery from 30 to 90 days, at only a few days' notice, and vice versa if they receive cancellations on account of business depressions, when they will deliver a 90 day stock in 30 days. It therefore requires a live-wire organization to protect the car department against these fluctuations, so that work may proceed in a regular and orderly manner for the production of service—the only commodity a railroad has to sell.

One of the largest individual items used by car department is wheels. There are three classes under our cars—cast iron, rolled steel and cast steel. The rolled steel wheel is purchased, but the cast iron wheel is manufactured in our own foundry, whose capacity is 600 wheels a day. We have in use roughly: under passenger cars, 8,000 steel wheels; under passenger cars, 10,000 cast iron wheels; under freight cars, 600,000 cast iron wheels.

The normal life of a cast iron wheel is said to be five years. Ordinarily we would replace 400 single wheels daily, but due to other causes we use rather more than this number.

All materials used by car department are not only purchased by store department, or manufactured in our shops and turned over to them, and distributed over the system, but are kept record of by them



Some Methods Of Storing The 20,000 Articles Used By The Car Department



Off To The Rip Track With Material

until used. They keep a stock book record of each item of material. They make an actual count of each article on hand and enter it in their books. The stock book shows quantities on hand, ordered or being manufactured, and used; this information

is used as the basis on which stocks are replenished.

The quantity of common articles used by car department is so great that it opens up a big field for extravagance and waste. To avoid such losses great care is exercised on repair tracks to conserve and save all material possible. Good material removed from cars is put into the bins for further use and scrap material turned in to be sold. Quantities of material that find their way along the track are gathered up periodically by a pick-up train; good material is left at the nearest repair point for further use and scrap material taken in for disposal.

The reader will therefore readily appreciate the important part played by materials used in car department. In order to reap the best fruits of production it is not only essential that we have a proper supply of the different articles required, but that "our half be right at the top".

Radio for Everybody

VI. The Rheostat

Materials needed:

(1) One piece clear pine $2\frac{5}{8}$ inches long, $1\frac{1}{4}$ inches wide, and from $\frac{1}{8}$ to $\frac{1}{4}$ inches thick.

(2) Four $8/32$ round head brass machine screws, three to be $\frac{3}{4}$ inches long and one to be $\frac{1}{4}$ inch long. Obtain three hex nuts for each of the three longer screws as well as a washer for each, and one nut and one washer for the shorter screw.

(3) A small spool of B. & S. Gauge No. 30 or 32 iron wire.

Referring to Figure 6-a shellac with clean white shellac the surfaces of the small pine piece and when dry, drill two $\frac{1}{8}$ inch holes at points "C" and "D."

Along each edge for a distance of $1\frac{3}{8}$ inches as shown in the figure, carefully notch, with a sharp knife, the various notches indicated. These are to be spaced $\frac{1}{8}$ of an inch apart and when you have done this over the whole $1\frac{3}{8}$ inches, you will have put in 23 notches along each face. Do this carefully being sure that the notches are properly spaced and do not cut too deeply. Shellac the piece again and dry thoroughly.

Now clean a half inch of the end of the iron wire and looping it to a "U" shape at the end, hook this under a washer which has previously been slipped over one of the $\frac{3}{4}$ inch screws and the screw partially inserted into the hole as at "C" in Figure 6-a. The wire end before hooking beneath the washer would be as at "A." For clearness the screw and washer are not shown as inserted in the sketch but only the wire end is indicated.

With a hex nut screwed on to the other side of the pine piece draw up tight so as to hold the wire firmly under the washer at the point "C". Now wind carefully, leading the wire around the pine block through notch "a", then around and through notch "b", etc., being careful at all times to keep the wire drawn very tight. When you have wound wire through all the notches, then clip the wire at a length that will allow looping this end in the same manner that you did the first end, and cleaning the end again, and looping again, slip the loop under another washer

which as before has been inserted over one of the $\frac{3}{4}$ inch screws and partially inserted into the hole indicated as "D".

Slip on a hex nut on the other side and draw the screw tight being careful to hold the wire winding firmly with the fingers as at "E" to keep the winding tight. If done properly, that is with the direction of the "U" shaped loop such that it points in the direction in which the screw is turned to tighten it, the wire will be drawn inward to the screw, under the washer, and tend to tighten with the tightening of the screw.

In making the contact to the rheostat, a fourth and fifth item will be needed, namely:

(4) One piece of copper sheeting of the same grade as indicated in item (3) for materials for the antenna condenser assembly described last month. The dimensions this time should be as $2\frac{1}{8}$ inches long and $\frac{1}{2}$ inch wide.

(5) One small piece of $\frac{1}{8}$ inch fiber, $\frac{1}{2}$ inch wide and 2 inches long.

Referring to Figure 6-b, and one inch from one end, taper the width of the copper piece from 1 inch to $\frac{1}{2}$ an inch as shown. At "E" and "G" drill two holes each $\frac{1}{8}$ inches in diameter.

At "I" back $\frac{1}{8}$ of an inch from the tapered end round off the end (for a sliding contact surface) as shown. After it has been applied as shown next month, it may require a little alteration in shape to slide smoothly, which can be adjusted by trial and smoothed with a small file. When so rounded, turn under to a right angle as shown in the end view of Figure 6-b.

At "H", bend the tapered tip down a little for spring contact. This also will doubtless require adjustment when assembled.

Drill the two $\frac{1}{8}$ inch holes in the fiber piece as in Figure 6-c and assemble with the copper contact, using the $\frac{3}{4}$ inch screw for a center and at "G" and the $\frac{1}{4}$ inch screw for holding the same rigid and at "F" and apply as directed for the assembly of the antenna condenser described last month, and shown in Figure 5-d-II and 5-d-III.

Slip the extra washers over one of the

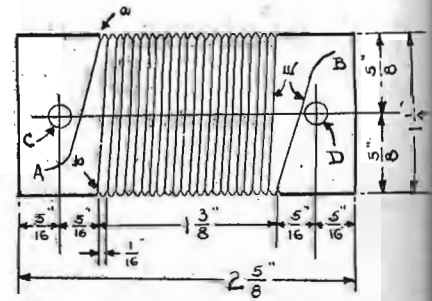


FIGURE 6-a

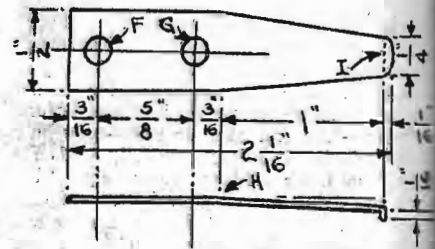


FIGURE 6-b

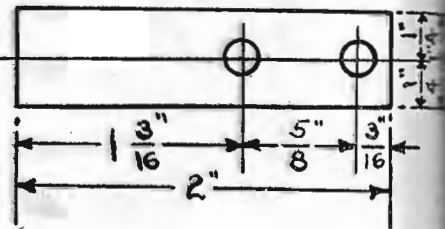


FIGURE 6-c

longer screws and slip on the extra nuts to insure their not being mislaid and set the whole aside, to be used next month for assembly.

There are some small flashlight cells to get and one dry cell, No. 6 size, but more will be said as to this next month. We are anxious to put this set into operation correctly the first time and it would be better to buy the batteries fresh when you need them, which will be next month. The wiring of your set will be described in detail then and by the time the fine crisp days and nights of autumn and winter arrive, when lightening disturbances are at a minimum, and radio reception at its best, you will be ready also, to go on duty and explore the ether a little.

Lead Boilermaker McDonnell now has three shirts to his credit for winning first place in the fat man's race. "Mac" says he never misses on any picnics where there is to be racing and in this way he doesn't have to buy many shirts.

In the prize walk given at the shops picnic, McDonnell and Mrs. Grassfield were one of the four couples chosen to remain on the floor. If Mac hadn't got excited and tried to shake a wicked shoe Mrs. Grassfield might have been carrying a new alligator pocketbook.

The prizes that were given to winners of the different events were all valuable and useful and many of them were donated by the merchants of Perry.

An Old Letter Written by an Old-Time Milwaukeean

Reprinted From Sparta Daily Herald

The following written by the late J. A. Chandler, for many years general agent of this company in St. Paul is, apart from historic interest, a delightful reminiscence of "old days" by one who was past master of the art of story telling. "Judge" Chandler, as he was known throughout the Northwest began his railroad career on the La Crosse Division,—then the La Crosse & Milwaukee Railroad—in 1858; when he opened Sparta station in that year. Veterans of the Northern and Middle Division who knew "Judge" Chandler (and they all did) will enjoy the reading of



An Old Wood-Cut Showing Sparta, Wisconsin in 1875

letter which was addressed to Mr. W. Wilson, his successor as agent at Sparta:

St. Paul, July 22, 1891

Dear Wilson:—

Thirty-three years ago this day—July 22d, 1858—I opened the Sparta station. The tunnel was not finished at Greenfield, but a temporary track had been laid over the hill, and a locomotive and a few cars worked "over by hand," and the track laid west of Sparta; so the management thought it was time we opened the road for business. On my arrival, I found "facilities," a water tank, and nothing more! However a freight car, with end doors, was set off on some rails just east of where your passenger house now is, and a kind of ladder stairs put up at one end—and that car was freight and ticket office, passenger room and everything else, until the next April. Certain persons interested in the location had agreed to put up a station house gratis, and they did erect the frame of your warehouse and partially enclosed the same, when their funds gave out, and work stopped. The company waited for them, and they waited for the "track of doom." Meantime I was the suffering victim together with the patient public. When I stepped from the cars that opening day, there was quite a gathering of the elite assembled to see the "show me in." I remember among them S. P. Greenman, S. F. Holbrook, Jim Millegan, Ed. Walrath, W. L. Johnson—well, a lot of good fellows, most of whom have passed over Jordan. My duties until the tunnel was completed—the 1st of October following—were not very arduous and I put in most of the time building the first part of the house which you "inherited" from me. I boarded at the Sparta House, owned byquire Denney, and kept by Carr & Case, which was near the present Warner House; and I shall always remember that for months there was not a day that we did not have speckled trout at table. S. D. Jackson was the principal dry goods man in Sparta then, O. McFarland the leading grocer, Condit & Palmer the druggists, Fred Lee kept a book store, Henry Foster

had a harness shop on the present site of the Warner House, while a legal firm had an office in the rear of his room, and without a partition, as I remember Drs. Gage and Millegan mended the in'ards and broken bones of afflicted humanity, and T. B. Tyler (then and always a good man) represented the dignity and respectability of the flourishing community. Smith Dickson and Zelotes Farr were the carpenters, and Johnny Warner who spread the plaster on the buildings as fast as erected, while Jonas Sugden hung the paper and put on the finishing touches. Dr. Garatt dispensed little pills, and "Prophet" Burlingame was king of the Globe. Genial Bill, Newton was selling a carload of

stoves everyday (if his word was to be credited), and Pete Sloggy (better known then as the "Count de' Assy," and Ren Halstead attended to the spiritual wants of the people, and father Walrath did the religious part. A hundred more rise up clear and distinct in memory but I can't stop to specify them all. Most of them have gone "to that bourne whence no traveler returns," but the recollection of them, and of the good old times, recall this bit of sentiment:

"When I remember all
The friends so linked together,
I've seen around me fall,
Like leaves in wintry weather,
I feel like one who treads alone
Some banquet hall, deserted,
Whose lights are fled, whose garlands
dead,
And all but he departed."

When the road was completed and fairly opened, Sparta drew business—both freight and passenger—from the north as far as Chippewa Falls and Eau Claire and all the intermediate country, Durand, Neilsville, Black River Falls, etc., and from the south below Viroqua, and was the most important station between Milwaukee and La Crosse. Now you are restricted by other lines to a township or two, and have to divide even the business with another road. I used to collect \$6,000 to \$8,000 a week; and what was of greater importance to me, commissions greatly exceeded my salary.

I spent twelve of the best years of my life in Sparta, and enjoyed them all; and still have a strong affection for the beautiful little city. After 33 years more of service I presume I may be given a long vacation; meantime hoping that you may still be "Agent at Sparta," I remain,

Yours truly,

J. A. CHANDLER.

Some Gargler, That Nell
Doughter Nell goes to Hi "C"
Is Dad's chief brag 'bout Nell;
We neighbors, we
Don't give a "D"
If Nell goes to "L"

In Memoriam

A tribute to our late President, Warren G. Harding.

Today the people mourn the loss of one
Whom they rejoiced to own as chief.
The Nation's most illustrious son
Is dead; our hearts are bowed in grief.

In him our fondest hopes were met.
His message, ringing in our ears,
Revealed the man, we'll ne'er forget.
Its memory mingles with our tears.

He had no time for party strife.
His heart was large, the world its scope.
He loved mankind. He gave his life
To bless the world with joy and hope.

From North and South, from East and
West,
In solemn tones the bells now toll
For one we loved above the rest,—
The passing of a Christian soul.

A few brief years his course he ran.
His work is done, his voice is still.
The statesman wise, the kindly man—
No more! We humbly bow unto God's
will.

He is not dead. His memory can never
die.

The high ideals for which he strove
Shall be our own. With him we cry
Let Peace prevail, with Hope and Faith
and Love.

Seattle.

—John S. Andrews.

Summer in the Dakotas

E. W. Dutcher

The woods and fields have awakened with
the Morn
Beneath a tranquil sky;
The slanting sunbeams meet the growing
corn,
Through misty shadows out of cloud-land
born,
The brook runs rippling by.

Carols delight the ear; insects on wing
Weave round in dizzy maze;
Enraptured nature seems inspired to sing:
The lowing herds and every living thing
Give voice to lavish praise.

The waterfall has symphonies to spare
And now is running o'er
With bubbling laughter in a merry air,
Attune with myriad chords attendant
there,
In its incessant pour.

The wayside fence, a staff in lines of
wire,
Along the shady nooks,
Has clefs of tangled vines that set the lyre
To any key that fancy may desire,
Like oldtime singing books.

The rustic posts the measures indicate,
Set in the grassy sod;
The morning glory, clinging by the gate,
With swinging blue bells in each space
await,
And graceful golden-rod.

The ferny vales, o'erblown by floral notes,
The gentle wind-bells chime;
The lily on the rhythmic water floats;
Glad anthems fill a thousand warbling
throats—
Rich gifts of summer time!

THE MILWAUKEE MAGAZINE

Railway Exchange Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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The V. E. A. and the Pension

The seventh annual meeting of the Veteran Employees Association of this railroad, held in Milwaukee September 18-19, was in one essential feature, at least the most important and the most satisfactory meeting the association has ever held. That feature was the offering to the entire personnel of the Milwaukee Road, of the Milwaukee Employees Pension Association.

Ever since its inception, the Veterans' Association has been trying to work out some sort of a feasible pension plan whereby superannuated or disabled employees might be assured of a certain income during the remainder of their lives. Due to the financial difficulties into which the railroads of this country have found themselves plunged in recent years, the Milwaukee being no exception, the railway company has not found it possible to establish a pension fund; therefore the veterans, through the pension committee which the association named at a previous meeting, went about it to work up some pension plan of their own which could be made acceptable, without being a burden to the employees generally all over the system. Such a plan was finally worked out to a successful conclusion. It was subjected to the closest scrutiny of expert accounting officers, to the state government of Illinois and to the executive officers of the Milwaukee Railway; and by them all, each and severally, it was found to be a perfectly sound, reasonable and feasible plan. With such concurrence and endorsement, the pension committee went to Springfield, Illinois, and procured its charter, its by-laws were drawn up under the state direction, and the Milwaukee Employees Pension Association incorporated.

This bit of constructive work on the part of the veteran employees is and will always be a magnificent monument to the splendid "Milwaukee Spirit," the spirit that first brought the "Vets" into association, and that animates and humanizes the great body of employees of this company. This action is something which has never before been taken by any body of railroad employees, or of any other industrial corporation. It is a "shot to be heard around the world," because it inaugurates a new and finer feeling, a feeling of human kinship between men who work side-by-side and between those who are walking in the lengthening shadows and those who are just stepping out on the broad highway of life. These older men of today, these veterans who have "signed up," who voluntarily and gladly make their monthly con-

tributions to the pension fund are setting a great example to the younger generation for they have laid the foundation for a Milwaukee brotherhood that will transcend in benefits to all, anything that has ever before been done in the railroad world.

In his talk at the veterans' banquet, Vice-President Calkins, complimenting the veterans for the great work accomplished, said it was only following the Milwaukee precedent, for this railroad had always been the pioneer in great progressive movements; and this seemed to him to be the crowning glory of the achievements for which this great organization has always been noted.

The by-laws of the Milwaukee Pension Association will be presented in the next issue of the Magazine for the benefit of those who may not have received one of the association copies; and by referring to the scale of monthly contribution pub-

Mrs. Harding's Secretary Acknowledges the August Magazine

C. W. Florence, of the general freight office, Chicago, very thoughtfully sent a copy of the August Magazine (the cover of which presented a picture of the late President Harding standing beside the great electric motor which pulled his train over the Continental Divide) to Mrs. Harding's brother at Marion, Ohio, and Mr. Kling transmitted it to the distinguished widow. Mr. Florence received the following letter of acknowledgment:

September 1st.

My Dear Mr. Florence:

Mrs. Harding asks me to express her appreciation of your thoughtful courtesy in sending her the August number of the Milwaukee Magazine.

Sincerely yours,
(Signed) LAURA HARLAN,
Secretary

ATTENTION, STORY WRITERS

The Magazine Offers Two Prizes for Christmas Stories.

A first prize of \$15.00 will be awarded to the best Christmas story and a second prize of \$10.00 to the next best. The conditions are: Stories must have a Christmas setting, they must not be more than twenty-five hundred words nor less than one thousand; they must be written by employees or members of their families and all must be in the office of the Editor, Libertyville, Illinois, positively by November 15th. None received later than that date will be considered.

lished in the last two numbers of the Magazine, it will be seen that those contributions are not burdensome, while the benefits to accrue are incontrovertible. It is the duty of every member of the V. E. A. and it will be his pleasure as well, to get into the game and bring into membership of the pension association, as many of the younger employees as he may be able to reach to the end that every employee throughout the length and breadth of the land where Milwaukee rails are laid may not be overlooked or left out. This movement, just inaugurated will grow, it is bound to, because it is founded on the rock of sound common sense, of broad humanity and of the great brotherhood of man.

Errata

On page 13, September Magazine, paragraph four, third column, a line was omitted. Sentence should read: As you of course know, a considerable portion of the grain crops are not actually shipped but are fed to stock or used on the farm where raised, or sold to other farms for like purposes.

On page 14, fifth line from bottom of first column should read: Seventeen percent, instead of twenty-three per cent.

On page 12, third line from top of first column should read 1914 instead of 1913.

It is important these corrections should be noted in connection with the article by President Byram that was published in the September Magazine because in order to make real facts useful for informative purposes, there should be no mistakes in stating them.

Mr. C. W. Florence,
1822 Irving Park Blvd.,
Chicago, Ill.

Lines to the Freight Locomotives

Monsters of iron
Through the long day
Out o'er the land
Wend their slow way,
Roaring and hissing
Up heavy grades;
Pushing to westward
As the day fades.
Moments of rest—
Enginemen's care;
Back to the eastward
Their burdens they bear,
Headed to northward;
Pointed to south;
From 'Sippi's source
To it's wide mouth;
Fast through the sunlight;
Swift through the night;
Ceaselessly toiling
With all their might;
Asking no quarter,
Tho' elements roar,
They fight to the finish;
Game to the core.
Tho' they're unfeeling,
Inanimate things,
They are worthy of more
Than the verses I sing.

—Peter Wynn.

Concerning a Veteran Railroad Family

The Minnesota Central I. & M. & McGregor Western claim a line of railroad men to their credit that will be hard to beat. Starting with Nelson Dunn, who was born at Saratoga, N. Y., in 1811. He began his railroad career April 1, 1831, on the Mohawk and Hudson between Albany and Schenectady. He was the engineer of the Horses that drew the cars between the two cities.

On August 9, 1831, the first steam passenger train in America was run over this line. The conductor was Billie Marshall, the engineer John Hampton. The engine was the John Bull, Nelson Dunn was the baggagemaster for some time and he was personally acquainted with everyone of the fifteen passengers on that first trip. Being mechanically inclined and having a desire to be where he could get the first view of everything he asked to be transferred to the head end. As he had been a faithful and competent man in his every calling his wish was granted. And in about six months after he started in as fireman he was promoted and started running a locomotive.

The road grew into what is now the New York Central. He remained in the employ of the company about 11 years.

He went to the New Haven & Canal for



Nelson F. Dunn

a short time and then to the New York & Erie under Master Mechanic Brant where he pulled passenger trains on the first and second divisions for eleven years and had the distinction of running the first link motion engine built in America. For the meritorious work he got out of the engine the builder, Thomas Rogers, presented him with two silk American flags, hand made by his daughter, and five twenty dollar gold pieces. He then went to the Georgia State Railroad and took with him two new Rogers' engines. He remained south about two years when he returned to the Erie, going on the western division and gaining the honor of being the first passenger engineer to make the run to Dunkirk on time. He was banquetted to the limit on his arrival by Conductor Harry Stewart and some of the officials. According to "Popie Airs," the inventor of the bell cord, they had a hot time.

Some time after this he met with an accident in which his leg and ankle were broken which troubled him for the remainder of his life. The accident happened at Little Valley, twenty miles east of Dunkirk.

After recovering he went back east and in time took up the old job again on the New York and Harlem Road. It was there



Nelson Dunn



Frank M. Dunn

that Frank Dunn, his son, well known to all the old timers of today, started to fire for him.

He came west in 1855 and started on a construction train for the Milwaukee and Mississippi Railway between Mazomani and Prairie Du Chien. With Sherb Merrill they sure were a big team. When supplies got short Merrill and Dunn could find some in one way or another. And when there was a Donnebrosk affair on tap it was Dunn and Merrill that stopped the flow.

Advancement placed him on a regular run between Janesville and Milwaukee; and Madison and Milwaukee until the be-



John L. Dunn

ginning of the Civil War when he went south in the employ of the government as engineer and roundhouse foreman until

1865, when he returned home to Mazomanie, Wis., where he passed the remainder of his days.

He was called for the last long run on the morning of Oct. 2, 1889, and on Oct. 5 he was laid at rest in the cemetery at Prairie Du Sac on the banks of the Wisconsin river, which he had crossed so many times on his old engine the little Ray.

We will now continue with the next generation of the Dunn family in Frank M. Dunn. His son and pupil who began railroading as a fireman for his father and another engineer named Geo. White out of New York City in 1855. Shortly thereafter Frank secured a position as engineer's storekeeper on the Steamer George Law, which was later christened the Central America, and was lost in a storm off Cape Hatteras in 1857. Upon the first trip to the Isthmus Frank contracted Panama fever and it required several months to nurse him back to health. On recovery he resumed his old position on the Harlem and was in the engine service for some time.

Desiring to learn the machinist trade he secured a position with the New York Lo-



Wm. E. Dunn

comotive Works at Jersey City and continued there until the panic of 1857 when the works closed down. He returned to his old job on the Harlem and continued with them through the greater part of 1858, when he decided to go west and grow up with the country.

Entering the service of the La Crosse and Milwaukee as a fireman and serving as same until 1860. Going to the Prairie Du Chien division he continued as a fireman up to 1862, when he was promoted to the right side and became a full fledged engineer, and continued as same for a year or so. When he thought to better himself he would accept a position offered on the Jeff road, a line running between Indianapolis and Jeffersonville, Ind, remaining with that company but a short time when his services were again required on the Prairie Du Chien line, remaining there up to the opening of the road west of the Mississippi that was known as the McGregor Western, when he crossed the river and entered the service of that company.

He remained in the employ of the combined companies, the McGregor Western I. & M. and Minnesota Central until slack times for a short period required that some of the help had to be laid off. He went to the Union Pacific from February to May when he returned to his old position and remained up to the time of the building of the River Division when he was assigned to what then was a branch line with several other I. & M. men.

He was continually in the passenger service from 1872 up to the time of his death at Kellogg, Thursday, February 25, 1909, when the fast mail which did not

stop at Kellogg and was being pulled by Mr. Dunn struck a broken rail as he was entering the yard. The locomotive turned turtle. Dunn remaining at his post was crushed to death and his fireman was badly cut and bruised. The fast mail consisted entirely of mail and express cars, four of which were derailed. *No one else was injured except being badly shaken up.*

This is the passing of Frank M. Dunn, a veteran of the McGregor Western I. & M. & Minnesota Central Railroad, and known as a D. C. Shepard man. He was one of the best known and most popular engineers of his day.

Frank M. Dunn is survived by two sons, Nelson F. and William E., who start the third generation as railroad men. Nelson F. Dunn entered the service of the C. M. & St. P. Ry. as a fireman on May 1, 1878, at the age of 16 and was promoted on March 21, 1883. He has been on the River Division ever since and is well known to nearly every railroad man in this section of the country. He has been more fortunate than the rest of the family, never having been in more than a minor accident.

Nelson did most of his firing for his father and he certainly got the proper education and training.

After these many years of continuous service he asked for and received a leave of absence which he is taking at the present time.

The second son, William E. Dunn, is another of the unfortunate ones of the family receiving a permanent injury in the loss of his right limb below the knee. The sad affair occurred on March 17, 1877, in the Minneapolis yard. Young Dunn was naturally railroad inclined and in attempting to board the old Vermillion No. 45, John Loveland engineer, he did not notice a pile of lumber dumped beside the track to be loaded. He was caught and bumped off falling in such a manner as to receive the above injury.

The writer being present at the time with others did what we could to help the unfortunate boy who showed most wonderful courage.

Not to be outdone by the rest of this railroad family Wm. E. Dunn started firing on the River Division in 1885, firing for his father and John Weaver, Wm. Harter and others. This I think is a record as in all my years of railroad experience he is the only one legged man to start as a fireman and continue until he became an engineer and roundhouse foreman, which positions he filled for several years on the Au Sable and Northwestern, Soo Line and D. M. & N railroads.

The fourth generation of this wonderful railroad family comes in the son of Wm. E. Dunn, whose boy, John L. Dunn, now 21 years of age, is employed at the present time as a trusted clerk in Mr. Kelley's office at South Minneapolis. The pictures herewith show the four generations of this most wonderful railroad family which started before the days of steam drawn trains and brings us continually on in service with the C. M. & St. P. Ry. to the present day.

A few of us old veterans of today know the entire Dunn family and have associated with them all our lives.

Hoping this article has been interesting to you and takes you back to pleasant memories in by gone days I will leave you to your thoughts.

S. S. Johnston, Secretary,
I. & M. Veterans' Association.

Why American Railroads Offer the Greatest Opportunity

(The following article by Walter S. Lacher, printed in "Railway Engineering and Maintenance", gives the views of Vice President W. W. K. Sparrow upon the opportunity offered on American railroads, being the reasons why he gave up a position with government owned railroad in South Africa to begin anew in this country.)

"Did you ever hear of a letter carrier or a railway mail clerk who became postmaster-general? Do you know of any group of men who have fewer opportunities for advancement? It is my observation that the employe of a government owned railroad has no more opportunity for development or expression of his individuality and initiative, or to gain promotion by hard work and ability than the men in our postal service." This was the answer I received from William W. K. Sparrow, vice-president of the Chicago, Milwaukee & St. Paul, in charge of accounting, financial and real estate departments, when I asked him to tell of his experience with the South African railways. "I hope that we never have government ownership in this country," he continued, "because it would put me in the position of having jumped from the frying pan into the fire. I gave up a ten year service record in South Africa to begin all over again in this country for no other reason than to get away from government-owned railroads. Unless a man has had experience similar to mine, he will find it hard to realize the repressive influence of government service, the restriction it places upon self-development and expression and its destructive effect upon a man's incentive and ambition and his God-given desire to work out his own ideas, do his own thinking and accomplish something constructive and worth while. A man there might spend long years trying to figure out how he could save a cubic yard of concrete in the building of a culvert, but after he has learned how utterly impossible it is to secure even the smallest modification from the plan sent out from the general office, he will probably think twice before he offers any more suggestions. If he does not, and persists he will probably find himself regarded as something of a nuisance and a disturber of well-established rules and principles.

It was interesting to watch the effect of the system on the men in the service—I mean those who had ambition and took an interest in their work. Some of them stood up under it longer than others, but it always broke their hearts in the end. A fellow will rebel at the start but he learns eventually that he must submit to it or get out. It works like the method they use on the "niggers" or kaffirs they employ for common labor. Whenever one of these fellows refuses to work or "soldiers" on the job, the foreman picks him out of the gang and says, 'Here, pick up this rock and carry it over there. Now take it back and put it where you got it' and so on, for several hours. The rest of the gang of course get the idea and "jolly" the fellow while he goes on with his endless and meaningless task, and by the end of perhaps, half a day he realizes he is up against it and is willing to go back

into the gang and do his share of the work.

I do not mean by this that all men in government service are unhappy. As a matter of fact it is almost an ideal arrangement for the fellow who wants to get along with the least amount of work. He knows that he is secure in his job so long as he does just enough to get by, and of course such a man isn't much concerned because his chance for advancement is practically zero. But it is no place for a man who has some ideas of his own and really wants to get ahead.

The reason for this? It is the system. To eliminate all opportunity for nepotism, favoritism or political influence, all positions are under civil service, requiring strict adherence to seniority rules for advancement. It is, to some extent, the same in government service in this country, and to my mind, is the only practicable method where there is a constant pressure to provide jobs for friends and relatives of politicians or persons in the service. But you can realize what this means to the man who is ambitious. He knows that he cannot be promoted until the man ahead of him advances, dies, resigns or suffers discharge. But the last contingency is exceedingly small in South Africa, because it requires the action of both Houses of Parliament to remove a man. Outright dishonesty, serious violation of rules or drunkenness are practically the only charges that will result in dismissal. Inefficiency, incompetence or laziness are rarely sufficient cause for action."

"Do you mean that an officer has no discretion in the selection of an assistant for some assignment requiring particular ability?"

"He has to choose men from the list supplied him by the civil service board, which means that in many cases he has to take men of whom he knows nothing. He may, perhaps, reject two or three on the list, but the choice is exceedingly limited. You see very readily how exasperating is his position with respect to any subordinate who shirks in his work. So long as the fellow makes a pretense of doing his duty and avoids outright insubordination, there is nothing the superior can do to get rid of him. Imagine the predicament of a superintendent who is not getting as good results as another division, or the construction engineer who finds that the work on one residency is not getting on as it should. The very fact that the train dispatcher, yardmaster or resident engineer is not responsible directly to his superior for his position would obviously interfere very seriously with any pressure which he might exert in an effort to get better results."

"The obvious question is how you happened to go to South Africa."

"Just a boy's desire for adventure. I was nineteen when I landed at Capetown, fresh from Ireland, where I had worked in an engineering department of the Belfast & Northern County Railway. I was given a temporary position as field engineer on construction surveys and for the next ten years I was employed in some branch of the engineering service, including location, construction and maintenance. When

left South Africa I was an assistant division engineer.

I stood it as long as I could, but I finally made up my mind that it would be a Napoleon or a Mussolini to change the system and that the only way in which it could be changed would be to smash it. This opinion was confirmed most emphatically in a remark made to me by Thomas McEwen, general manager. When he heard that I was going to leave he wired me to come to his office and after I told him why I was leaving he tried to show me in a friendly way why the system could be changed. "You are just a piece of gravel in the machine," he explained, "and while you may jar it, it will grind you up and go on just as before." But I told him it wouldn't because I was going to get out before it did.

Your determination to leave South Africa must have involved a measurable sacrifice and, no doubt, led to serious hardship after you arrived in America?"

It was a big undertaking, I'll admit. My wife and I left Capetown in January, 1902, on our wedding day, with fifteen hundred dollars as working capital. Neither of us was acquainted with anyone in America and I knew nothing of only one man, Dr. J. A. L. Waddell, consulting bridge engineer of Kansas City, some of whose books I had read, and as Kansas City meant as much to me as any other place in the United States, I decided to go there and present my case to Dr. Waddell, hoping that the fact that I had come the way from South Africa to see him would make a sufficient impression so that he would give me work in his office. Well, that is the way it turned out. I was given a place in his drafting room at fifty dollars a month.

The fact that I had had no training in bridge design was, of course, a serious handicap, and I found myself assigned to tracing work to which I strenuously objected, stating that I had not traveled ten thousand miles to learn tracing which one could learn even in government service.

As a result I was given considerable work that was too heavy for me so I hired one of the men in the office to tutor me one or two nights a week, for which I paid him ten dollars a month out of my fifty.

"The remaining forty dollars wasn't very much for us to live on even in those days so our fifteen hundred dollars capital was soon used up and we had to go into debt. In the course of time, I received some advances in pay and after four and one-half years I was assistant designing engineer.

"It may seem inconsistent after explaining to you how I came all the way from Africa and put up with a lot of hardships to get out of government service to tell you that my next position was with a government organization, the Missouri Public Utilities Commission. I was dissatisfied with my position as a bridge designer because of the limited outlook it gave me. I wasn't getting acquainted and least of all, with any railroad people, so when the legislature of the state of Missouri passed a law creating the Public Utilities Commission, I concluded that here was a chance to get into work that would give me an acquaintance with railroad men. After making a study of public utility problems in the limited time available, I applied for a position in the engineering organization and was appointed assistant chief engineer. Through an acquaintance formed in this position I became valuation engineer of the Burlington, my first railroad position in this country."

"Do you feel that the increased advantages which you have enjoyed under private operation of the railroads are worth all the hardships you experienced in order to make the change?"

"I certainly do for in no other country in the world could I, an unknown stranger, have gained the position I now hold or have satisfied the craving for self-development and opportunity to work with the knowledge that reward would be measured by one thing only, the worth of one's efforts. I will never regret it unless we suf-

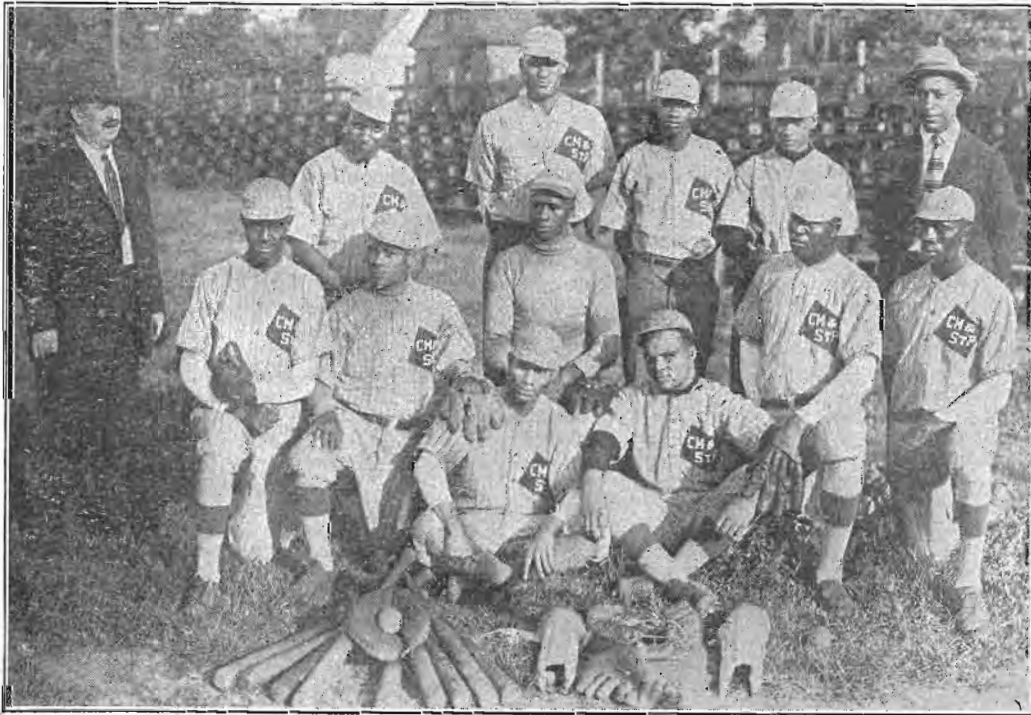
fer the national calamity of government ownership of railroads."

"Do you think," I asked, "that government ownership in this country would lead to the same conditions as those which prevailed in South Africa when you were there?"

"When I compare the workings of practical politics here with the conditions that prevailed in South Africa, I feel that the result would be far worse. To avoid overloading the permanent organization with employees who could not be dropped readily in case economy made it necessary to reduce forces, it was the policy in South Africa to retain a considerable portion of the working force in the status of temporary employees. I was such a temporary employee for ten years, during which the government changed repeatedly, yet I was never in any danger of losing my position. At no time did these changes result in the wholesale ousting of temporary employees such as occurs in this country with the change of Federal, state and city administrations. When I criticize government ownership in South Africa, I criticize the system, not the personnel. I have a high regard for the management of the railroads as it was conducted under the system. There are many men of high caliber in the service of whom some are my warm, personal friends, but they are not as effective in their work as the great majority of the railway officers in this country for the reason that they have never had the opportunity to do their best and do their work as it should be done. Their greatest handicap is that they work under a system of rules and are powerless to build up their organization on the merit system."

"I believe," said the cheery philosopher, "that for every single thing you give away two come back to you."

"That's my experience," agreed Phambley. "Last March I gave away my daughter, and she and her husband came back in August."—Ex.



The Pioneer Limited Giants. All Employees On the Pioneer Limited



Hold on to Life

Safety First is never a cripple. Safety First never goes to the hospital on a stretcher. Safety First never lies cold and damp in an undertaking establishment awaiting identification. Man is given only one life on earth, and when that is snuffed out he's through. He gets one body, and when he loses any part of it that part is gone for good. If cripples are the best argument for Safety First, and the loss of life and limb is evidence in favor of it, then Safety First has won its case completely and court is adjourned. If on the site of every tragedy due to carelessness a monument was erected this entire country would look like a graveyard. Safety First is something more than a slogan—it's a prayer for protection from folly and carelessness. It is an invocation for men, women and children to preserve what they possess and never can regain if lost. It is a petition to the heedless to see that their recklessness destroys no one's life, no one's limbs, no one's happiness. Man can build a new machine when one is destroyed. But he can't build a human body, and he can't replace a soul.

Life goes fast! Why not hold on to it?

—T. A. Ward,

Fire Marshall Minneapolis Shops.

First Cut the Air Hose

The greatest need of American labor today is education of the rank and file, not only in the efficient operation of industry but also in the care and preservation of human life. My interest in this is due first, to a natural desire to see accidents in railroad service avoided as far as possible in train and yard service.

I think one of the most dangerous practices known, is the uncoupling of cars without first uncoupling the air hose. It is dangerous to yardmen and trainmen, and plants the seeds for a long chain of accidents which may prove fatal to ourselves or some of our fellows along the line. The stretching of the hose is likely to throw the coupling and cause a severe accident and may mean death. Small leaks are caused in the train line and angle cocks, sometimes train lines, are pulled completely out, falling on the track in front of moving trains which might cause derailments and cause accidents, and some prove fatal. I think every employe knows how to cut an air hose, and I think we should do it for the safety of others and for ourselves.

Last year in the United States, there were 81 men killed and 1498 men injured in coupling and uncoupling cars and locomotives. Our own coupling accidents are few and far between—thanks to the carefulness and experience of our trainmen. But these accidents when they do occur are so likely to be attended with serious results.

We cannot afford to slacken the tension of carefulness one iota. In this day and age nothing calls for sacrifice of life and limb except the saving of others. It were better to let cars fail to couple or stay coupled than to run risk of injury. An alert mind and a cool head are much to be desired.

Very often members of the Safety Committee say they hate to report little things they do for safety. I do not think they have the right idea of Safety First, for the most we do is little enough and the little things are the things that count—for it is the small leaks that sink big ships, you know. So "let your light so shine before men that they may see your good works." These are the words of "Christ" and I know of no way man may let his light shine better than by doing things that will stop personal injuries—and remember that there are no little things in Safety work.

—E. G. Graves,

Switchman, Illinois Division.

It is my desire to at this time bring before you the matter of automobilists and others crossing railroad crossings carefully.

You all, no doubt, realize the importance of continually placing this matter before the public and will, I am sure, appreciate what benefit to the public can be derived by the proper exercise of care on the part of those crossing railway crossings. Too much cannot be said on this subject.

During the past thirty years, the population of our country has increased 68 per cent, while FATAL CROSSING ACCIDENTS have increased 345 per cent and NON-FATAL CROSSING ACCIDENTS 652 per cent. During 1920 automobiles were involved in 76 per cent of all railway crossing accidents, resulting in 1907 deaths and 4961 injuries.

On these two divisions centering in Deer Lodge of the Milwaukee railroad, during the past four years we have had no fatal crossing accidents, one serious accident and one or two minor accidents. This tends to indicate that people along our right-of-way in this territory, at least the majority of them, are careful, yet this BEING CAREFUL, must be practiced by everyone who may have occasion to cross railway crossings and not by the majority.

One thing that we find very hazardous is the placing of advertising signs too close to our highway crossings. These signs obstruct the view of not only the autoists, but the view of our enginemen as well. You can well imagine an autoist approaching a crossing which is obstructed in this manner, and when he is about to cross the track finds the heavy and speeding train almost upon him. The autoist either crosses the crossing by a close shave or is fatally injured or killed. Some legal action should be taken that would prohibit these signs being placed so as to obstruct the view at highway crossings.

The Milwaukee railway is taking every precaution possible to minimize and reduce crossing accidents and just as a matter of further information we have more than doubled the number of automatic crossing bell signals, but regardless of this there are still people who seem to want to disregard these signals and take chances, some of them never live to tell of the experience.

Thankfully, we have had no crossing accidents locally, to date, and I feel with the co-operation of this club and with the co-

operation of everyone this good record will be perpetuated, not only for the balance of this year, but for years to come.

Before closing I am reminded of a story which will illustrate the Safety First Movement.

An elderly lady, accompanied by a little girl desired to cross the tracks of a certain railroad at a public crossing. The elderly lady always having practiced caution in crossing railway tracks, went down to the agent and inquired of him, "When will the next eastbound train pass?" The agent gave her the information and the lady departed. She, a little later, returned and asked the same agent, "When will the next westbound train pass?" She was again informed. A third time the lady inquired, "When will the next northbound train pass?" The agent began to wonder about the mental condition of the old lady, but answered her third question. A fourth time the lady asked the agent, "When does the next southbound train pass?" The agent again replied, giving her the time. The elderly lady then turned to little Mary and said, "Come Mary, take me across the track now."

W. T. O'Reilly, Chief Clerk,
Superintendent's Office, Deer Lodge.

The First of "Safety First"

P. W. Brance

The origin of the Safety First movement is somewhat obscure. I have not been able to definitely locate the founder of the movement, where it had its inception, or the author of the slogan "Safety First". Frank Morrison, secretary of the American Federation of Labor, says that R. C. Richards of the Chicago and Northwestern Railroad is credited with having first applied the term of Safety First.

When we stop to think of the number of people that are killed and injured every year, and according to Dr. Franklin D. Lawson, founder and president of the society for the prevention of accidents, 95% are due to carelessness. He says: "Preventable accidents cause more misery and destruction today, than anything else in the world." In order to prove his assertion, he makes some comparisons. In their nineteen months fighting in the world war, the United States forces lost 50,300 men killed, and 206,000 injured; here in this country during the same period, 126,000 persons were killed, and more than 2,000,000 were injured by accidents. We shudder at the thought of war, but a comparison of the figures quoted shows that carelessness exacts a heavier toll of human life and suffering, than the greatest war in history.

Reduced accidents on railways, shows the Safety First movement bearing fruit. The Interstate Commerce Commission published figures in 1922, showing that railway accidents are steadily decreasing as far as employees and passengers were concerned, the only class of persons in which accidents showed an increase, was trespassers—an increase of 14½% in 1921 over 1920.

My first recollection of the Safety First

movement was in 1907. I noticed in the cabs of all the engines on a small railroad I was working for the poster: "Safety before Speed". In 1912 I was employed by the Southern Railroad, and they had begun installing guards, screens, etc., around all machinery that it was possible to equip.

I have investigated quite a number of accidents and nearly all could have been avoided by exercising a little judgment, and a due regard for the rights of the other fellow. Not many men would deliberately hurt another, yet, they get careless and seem to forget that machinery has no conscience, and sooner or later someone is injured. I remember the case of one man who was so afraid of a steam hammer that he did not want to approach it when it was running; yet, in the short space of six weeks, he was so familiar with it that he put his hand on the flies with it in motion. The result was that I had the disagreeable task of binding up his right hand that was minus two fingers, and taking him to the doctor.

Education seems to be the only effective method of reducing the number of accidents. Many a person hurts himself or others through ignorance—some take the position that Cain did when asked regarding the whereabouts of his brother Abel, replied: "Am I my brother's keeper?" I say we are, in so far as safety is concerned. Modern society is so constructed that everyone is dependent on someone to a certain extent, the fact that he is dependent, makes him responsible in the same degree.

In conclusion, let me say, that any movement that aims to alleviate suffering and reduce the number of widows and orphans, is worthy of our best efforts. A nut takes more chances than a squirrel. A cat can risk eight lives—a man cannot afford to risk one. I say, it is better to be safe than sorry. **SAFETY FIRST!**

The State of Being Safe

Paper given by C. M. & G. Engineer Harry Clark at C. M. & G. Safety First Meeting July 13, 1923, at DeKalb, Ill.

Safety First is the slogan on all the railroads throughout the country.

The definition of safety is a state of being safe; freedom from danger, hurt or loss. The definition of first is foremost in time, place, rank, value, etc. And we as a part of safety workers can help to make those words come true.

It is not by regretting what is irreparable that good work is to be done but by making the best of what we are. It is not by complaining that we have not the right tools, but by using well the tools we have that Safety First will be insured at all times.

Life like war is a series of mistakes and he is not the best general who makes the fewest false steps. Forget mistakes and organize victory out of past mistakes. And if each of us do our duty as we see it from day to day it will help to protect not only ourself but others as well.

Safety First means as well being on the job at all times of the day or night and not asleep at the switch. In the great community to which we belong there are certain primary functions without which modern life is impossible. These are agriculture, manufacture and transportation; they hold the world together raising things, making things and carrying things. Sometimes things look rather discouraging, but the hope we have of bettering conditions

is always there, and as long as the foundation stands firm a better building is always possible and Safety First is the foundation for the building.

The best service any man can do to be foremost in time, place and rank is to be loyal to the work of which he is a part. It is not the man that counts who says if there is anything I can do be sure to let me know, but the man who without fuss or tooting of horns comes in on the home stretch with a boost that warms your heart strings. It is not the one who pays compliments but the one who upholds our hands. It is easy enough to be gracious to those who flatter your vanity but it takes hard sense to realize the justice of a decision contrary to your sworn ideas of right and wrong.

Safety First means watching your daily habits and those of your fellow workers. If you see they are careless in their daily duties do not hesitate to tell them. We are never too old to learn. You are only protecting your own interest as well as the man you work for when you help the other fellow see his mistakes. And now let us all make Safety First our motto as well as the railroad company's.

Meaning of Dumb-bell

"Did you post those two letters I gave you, Norah?"

"Yes'm; at the postoffice. But I noticed that you'd put the two-cent stamp on the foreign letter and the five-cent stamp on the city one."

"Oh, dear, what a blunder!"

"But I fixed it all right, ma'am. I just changed the addresses on the envelopes."—*From Everybody's Magazine for July.*

M. C. B. Gossip

Frank Skola wanted to see the Dells and so he set out with one of the recent excursions one bright sunny Sunday. To begin with the excursion consisted of nineteen coaches of passengers. However, being fleet of foot Frank managed to get to the boat ahead of the crowd and obtained a seat next to the railing. But alas, so many people crowded on to the seat, Frank had to give it up in order to survive. His impression of the Dells is a combination of tree tops and heads, combined with heat, and more heat. He said he nearly starved, for every time the whistle blew, his stomach thought it was time to eat. The train ride home was hot and stuffy, and the poor boy, sick and hungry received the final shock when he looked into a mirror while passing through

the depot, and found a colored man reflected there. At a second glance he recognized himself disguised with several layers of soot. The next time Frank is going to take a basket of lunch and an illustrated folder and really enjoy the Dells.

Gertrude Haas, Lillian Skobis, Wilhelmine Berrsenbergie and Julia Weins returned with wonderful tales to tell of the beauties of Yellowstone. Julia had the added thrill of a galloping horse-ride up hill, and the wonderful experience of going up Pikes Peak.

By the way have you seen Martin's new straw hat? He has one of these up-to-the-minute straw hats, you know, one of those that aren't ripe yet. It is a lovely green. If you don't believe this, just take a look on the first hook of the clothes rack.

Steve Filut took a ninety days leave of absence and is now in Los Angeles. We certainly hope he will regain his health for we miss his humorous opinions on all events.

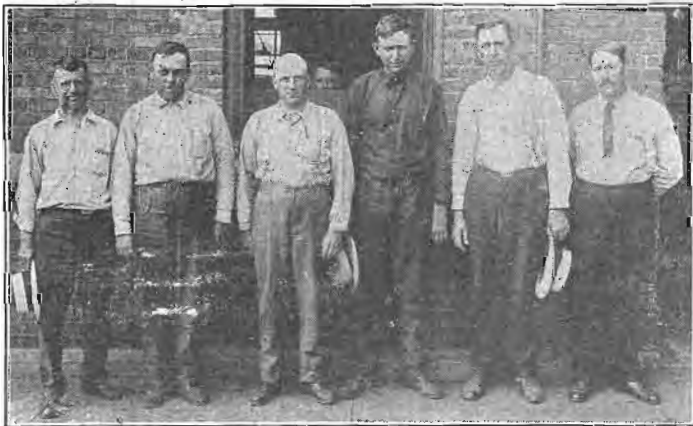
Gladys Bradley went to Kilbourn to see the Dells but she wisely went on a Sunday when there was no excursion and so saw the wonders of that beauty spot of Wisconsin.

Francis Anzia visited Chicago and Minneapolis during his vacation. Ed. Geis is now at Marinette for his vacation. Edna Bremser and Bernice Kruse are both having their vacations at this time and we hope they are enjoying them. Wonder if it was just a coincidence that they both took a pass to Chicago.

Emma Wagner spent her vacation at home getting a nice long two weeks of rest. Norma Lutzenberger took her vacation in sections and is now away on the second section. Regular serial affair, continued next month.

Before long there won't be any long-haired maidens left in the office. Eva Anton has joined the ranks of "Bobbies". But then when Bobbed hair is as becoming as it is to Eva, we can find no objections. Eva is the second recruit this month, Ethel Mallom having surrendered just a few weeks ago. But you see Ethel's hair is naturally curly so why shouldn't she be comfortable when all this hot weather which keeps us in natural straights, just adds more kinks to her tresses.

Gladys Petran is being initiated into the mysteries of running the switch-board. She can operate the board all alone now, but poor Gene certainly does worry a lot about his "Help" while she relieves Mae.



Car Department Firemen, Terre Haute, Indiana



The Motor Bus

Every railroad employe undoubtedly realizes the tremendous inroads the commercial motor vehicle is making into the railroad passenger business and will be interested to hear of steps taken to justly give them at least some of the minor competitive difficulties besetting the railways.

We learn that the Minnesota State Legislature has enacted a law, effective the first of next year, requiring motor busses and trucks engaged in passenger and freight business to pay an annual tax of 10 per cent, based on the cost of the new vehicle, decreasing from year to year to a stated minimum.

Freight Business

The fall of 1923 should, unless all signs fail, see the greatest movement of freight traffic on record. Past weeks have recorded successive increases over the previous record loadings during the peak period of 1920 and undoubtedly when we get actively into the grain movement this year even these records will fall by the wayside.

In anticipation of this business every effort has been made to get our equipment into first-class shape and there is no doubt but our locomotives and cars are in better condition than ever before to handle this expected unprecedented volume of traffic.

Following is a record of cars loaded on line and received loaded from connections by months since October, 1922:

	C. M. & St. P.	C. T. H & S. E.	Total
October, 1922	164,989	13,597	178,944
November, 1922	150,150	15,021	165,171
December, 1922	136,586	15,489	152,075
January, 1923	151,713	16,265	167,978
February, 1923	129,724	12,527	142,251
March, 1923	158,710	14,985	173,695
April, 1923	151,348	12,641	163,989
May, 1923	160,392	11,829	172,221
June, 1923	162,087	12,867	174,954
July, 1923	155,892	11,977	167,869
August, 1923	171,312	14,443	185,755

The distressing feature is that in spite of this heavy traffic the revenue accruing to the Company is disappointingly inadequate.

Trains on Time

The psychological difference between "on time" and "late" arrival of a passenger train is manifest in the expressions on the faces of alighting passengers. Here is the timid elderly lady who when the train is late worries that her son in the big city is not going to be there to meet her while when the train is on time she knows he will be there. There is the business man anxious to make that important nine o'clock appointment. There is the doctor hurrying to his patient, every moment ready to decide whether his medical aid is in time.

An analysis of our latest train performance schedule, that for the month of August, shows rather gratifying results although there is still room for improvement, as will be seen from the following compilation.

Train No.	Origin	Destination	Times on Time	Times Late	% on Time
1	Chicago	Minneapolis	29	2	93
4	Minneapolis	Chicago	29	2	93
5	Chicago	Minneapolis	31	—	100
6	Minneapolis	Chicago	18	13	60
2	Minneapolis	Milwaukee	28	3	90
58	Minneapolis	Chicago	23	8	74
101	Chicago	Minneapolis	21	10	70
15	Chicago	Minneapolis	26	5	84
	Minneapolis	Mobridge	25	6	81
	Mobridge	Spokane	18	13	60
	Spokane	Seattle	29	2	93
16	Seattle	Spokane	25	6	81
	Spokane	Mobridge	28	3	90
	Mobridge	Minneapolis	26	5	84
	Minneapolis	Chicago	24	7	77
12	Minneapolis	Chicago	21	10	70
17	Chicago	Minneapolis	24	7	77
	Minneapolis	Mobridge	25	6	81
	Mobridge	Spokane	24	7	77
	Spokane	Seattle	29	2	93
18	Seattle	Spokane	27	4	87
	Spokane	Mobridge	30	1	97
	Mobridge	Minneapolis	29	2	93
	Minneapolis	Chicago	24	7	77
7	Chicago	Omaha	22	9	71
8	Omaha	Chicago	24	7	77
19	Chicago	Omaha	30	1	97
20	Omaha	Chicago	25	6	81
3	Chicago	Omaha	27	4	87
4	Omaha	Chicago	27	4	87
11	Chicago	Soo Falls	29	2	93
6	Soo Falls	Chicago	25	6	81
25	Chicago	Kansas City	31	—	100
26	Kansas City	Chicago	28	3	90
101-3	Chicago	Champion	18	13	60
2	Champion	Chicago	15	16	50

Train No.	Origin	Destination	Times on Time	Times Late	% on Time
3-103	Manilla	Aberdeen	31	—	100
104-4	Aberdeen	Manilla	30	1	97
11-101-1	Manilla	Aberdeen	31	—	100
106-6	Aberdeen	Manilla	30	1	97
1	Savanna	Mitchell	30	1	97
4	Mitchell	Chicago	28	3	90
6	Mitchell	Chicago	28	3	90
SE-1	Terre Haute	Seymour	31	—	100
SE-4	Seymour	Terre Haute	31	—	100

Some delays are perhaps unavoidable, but with a determined effort by all concerned in train movement 100 per cent should be the goal.



SPORTS

T. I. WALSH, Editor



C. M. & St. P. Ry. Co. Bowling League

E. H. Braun

Ten teams started their series of games for the season 1923-1924 at the Parkway alleys on Monday night, September 10, 1923.

The officers elected for the ensuing season are:

Harry Brillinger	President
C. Schwab	1st Vice Pres.
Wm. Cary	2nd Vice Pres.
H. Franzen	Treasurer
E. Forster	Secretary
Teams scheduled for the opening night were:	
Terminals	vs. Signals
Telegraphers	" Muskego Yards
Store Dept.	" Rates
Ticket Agents	" Cashiers
Shop Accts.	" Car Dept.

E. H. Braun with his shop accountants team made their first appearance on the drives. Chestnut street lineup having dropped from the league.

Here's how the teams broke on the opening night.

Team	Won	Lost	Team	Won	Lost
Terminals	0	3	Signals	3	0
Telegraphers	2	1	Muskego Yd.	1	2
Store Dept.	1	2	Rates	2	1
Ticket Agents	3	0	Cashiers	0	3
Shop Accts.	2	1	Car Dept.	1	2

The telegraphers and Muskego yards must have shot a practice game before they really scored their three scheduled games; their finishing time being 10 o'clock p. m. The alley keeper was waiting to close up.

What happened to our secretary — shooting only one game? Business must have been rushing in and out of the alleys.

Looks like lot of fines will swell the treasury if the boys don't settle down. It's a mere trifle to bowl less than 120 but it's darn hard when you got to dig.

	Honor Roll	
Schwab	219	Brillinger
McMurtill	212	Bartel
Braun	212	Hoffman
Britzinger	203	

Harry the president, must have rolled up his sleeves, in the second game and got his name in the honor roll with a 202 score.

Schwab showed his bowling friends that he could bowl 589 and give Alois Epp something to think about.

The ticket agents got a good low start for a high handicap.

Do you remember the mile posts they often speak about? Well just come up some Monday night and if you don't see them miss the 7 and 10 pin by a mile—you will be disappointed.

Say, Fitz, better turn up a set of pins large enough to hit.—6 looks bad for a past master of the game.

Al Comdohr told me that he will show the boys where he will fit just as soon as his shoes are broke in.

Any captain or member of the league, wishing to report valuable news—just drop a line to E. H. Braun, Milwaukee shops.

Rumblings from the Chicago Bowling League
We understand that "Smiling Bill Krumrei" is to be with

us again this year. How about the demountable glasses Bill?

Davies has a team this year but at this writing we are unable to find out just who is on it. Look out for some dark horses this year.

It is gratifying to note the unusual interest that is now being displayed by all members of the league and we trust the season will bring forth more good sportsmanship and good fellowship than ever. It is asked that everyone boost and not knock.

The secretary will be glad to have any employee who has a desire to bowl, send his name in. You will be placed on a team if possible.

Listen, this is interesting, last year interest accrued and will again accrue this year on the prize money placed in the bank. This will amount to approximately five dollars. It has been voted that this amount be given as a special prize to one of the two last teams rolling the highest score (total number pins to count) for three games the last night of the league. Now we hope that everyone will not scramble for the last two positions just on account of this prize.

We understand that Bill Hettinger will place practically the same team in the league this year as last with the exception of Foreman who is now with the freight auditor's pin smashers. These two teams will line up against each other the opening night and Oh well we won't prophesy the outcome but we can look for a mighty good match.

Joe Polluck, last year's league leader, is again with the ticket auditors and says he is in great shape. Good luck to you Joe, but be careful the boys are liable to pass you this year.

Tommy Gavin has entered the "Hall of Bowlers Fame" we saw his picture on the Crystal bowling alley's bulletin board the other day. We know it's hard to believe, but for verification call on Krumrei.

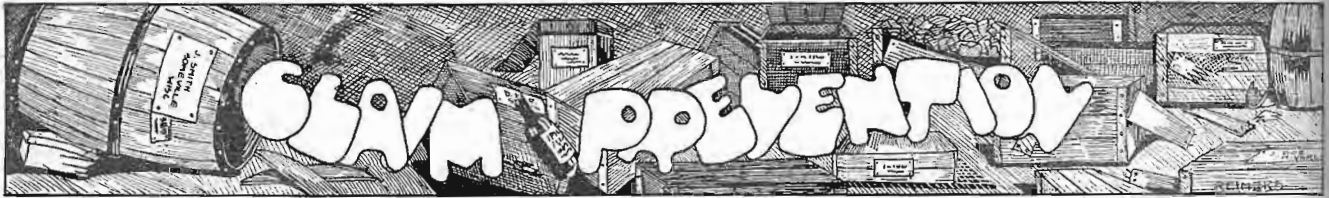
Bowling news and items will be gladly accepted by the secretary.

Do not forget that the annual tournament is to be held in Minneapolis. The approximate date will be given in the next issue of the Magazine. Tom Morkin please comply by advising me as quickly as possible. Everyone should boost this tournament as much as possible.

Bowling League Organized

The Chicago, Milwaukee & St. Paul Railway Bowling League held a meeting Thursday August 30 and elected officers for the coming season 1923-1924. A. H. Davies elected president, W. L. Faus re-elected secretary. It was agreed to use last year's schedule, rules and regulations this season.

Indications are that this year's league will be better than ever and a hot race is expected as the teams appear to be more evenly matched than ever before. There are two new teams, one representing the A. F. E. bureau from the auditor of investment and joint facility accounts and the other from Galewood freight station. Welcome to our league new members and we truly hope that you will have plenty of success. Good luck to all of you.



Fruits and Vegetables

The freight claim division of the American Railway Association reports that during the year 1922 on only twenty of the principal railroads of this country 800,000 carloads of fruits and vegetables were handled and on these twenty lines alone claims on fruits and vegetables were paid in the sum of \$14,000,000.00, or approximately \$17.50 in loss and damage for each carload of fruits and vegetables handled.

The principal causes of these enormous claim payments were:

1. Rough handling
2. Delay
3. Failure to protect against heat and cold.

It cost the C. M. & St. P. Railroad a total of \$185,304.00 to pay claims on fruits and vegetables alone in the year 1922.

Instructions governing the safe handling of fruits and vegetables are complete, and if complied with will practically eliminate losses on these commodities. If you do not have the instructions covering this class of freight it is simply because you have not made the slight effort necessary to get them, but after all very few instructions are required to prevent the principal causes of damage to fruits and vegetables, which are—*rough handling and delay.*

Grain Losses

Outstanding above all the other causes of loss in grain shipments is our old enemy—"defective equipment."

In 1922 we paid \$115,429.00 for grain which was lost through defective equipment alone. How much of that large sum do you suppose could have been saved had the employees at our stations and among our car forces fully complied with the simple rules laid down for the selection of grain equipment. This is a charge that lies entirely at our own door; we cannot pass it on to the elevator man nor to any other person. It is a clear charge against our own efficiency and carefulness. Not a car inspector, not an agent nor a clerk at a station would ever admit, if questioned, that he could not determine a car which was unfit for grain loading.

We have a larger grain crop to handle this year than ever before. How much of this crop we leave on our right of way (and it makes poor ballast) depends entirely upon the care and good common sense used in the selection of equipment for grain loading.

Rough Handling

Claims caused by rough handling cost this company \$372,000.00 in the year 1922, thus making the rough handling payments run more than \$1021.00 for each day in the entire year. This one cause accounted for 20% of all the claims we paid.

The figure above represents only losses to freight on account of rough handling, and does not include the expenses we are put to—

- For repairing cars
- For switching out bad orders
- For the cost of transferring freight
- For unnecessary per diem
- For delayed freight
- For loss of car earnings
- For loss of car miles per day
- For loss of business during car shortage
- For loss of shippers' good will.
- Efforts to reduce rough handling damage

A bad order form that does not show the cause is worthless for claim prevention purposes.

Always show the cause, but be sure you know what it is. Do not guess at it.

The clerk who signs bills of lading is the greatest potential spender of money in the country. If he signs for a million dollars worth of freight that he does not actually receive he causes the railroad to spend a million dollars. No other officer or employee on the road has such unrestricted opportunity to make expenditures. The moral is, be sure you get what you sign for.

You cannot be too careful in handling the "over" package. If you deliver it without proper proof of ownership we probably will have to pay for it later.

Things That Shippers Should Know

Abbreviation in shipping orders may be the cause of billing errors which will result in delayed freight and lost packages.

The delivery of freight at or near "closing time" is one of the chief causes of loss and damage.

Cars with leaky roofs or sides should be carded "Rough Freight Only."

have not been so successful as our campaign to reduce other causes of loss and damage.

Rough handling which results in damage to freight or equipment is elusive. As a rule only the employees actually handling the cars at the time the damage is done know about it, and it follows therefore that damage of this kind can be prevented only by those who actually switch and move the cars.

STOP—The careless and rough handling of cars by train and yard crews.

LOOK—Into this feature of our work and consider earnestly what it is costing our company to pay for rough handling and carelessness.

LISTEN—Are you endeavoring yourself and making every effort to get the other fellow to cut down the unnecessary expense through careless, indifferent and rough handling of equipment.

Form 1413—Record of Equipment Inspection

This little form, so often neglected and left to gather dust in some corner of your office, is, so far as the freight claim department is concerned, the most important form at the station. It is the little slip of paper that stands between us and the payment of many thousands of dollars—if it has been used as prescribed by Rule No. 64 of the freight claim division, American Railroad Association, portions of which are quoted below.

Look this rule over; study it a bit; it is simple and understandable; then go out and apply it before you give any one a car for loading, and in so doing you will cut a good many thousands of dollars off the claim account.

F. C. A. Rule No. 64—"Inspection of Equipment"

"(a) Car shall be inspected by carrier furnishing the equipment before each loading, and if necessary properly cleaned and placed in good condition, so that loss of or damage to freight may not result from defects in car, filth, oil, grease or other substance or from anything liable to cause loss of or damage to freight; such inspection to be governed by the kind of freight to be loaded and the probability of loss or damage. Loss or damage resulting from failure to inspect, clean and repair cars shall be charged to carrier at fault. Carrier furnishing the equipment shall keep a permanent record (C. M. & St. P. form No. 1413) showing name of party making the inspection, condition of car and extent of inspection."

Defective Equipment

When freight is damaged as the direct result of the condition of the car in which it is carried the claim that follows is charged to "defective equipment."

Many times the car is not in bad order nor, in fact, even defective; it is merely unsuitable or unfit for the commodity loaded.

The prevention of claims caused by defective equipment is chiefly a question of selecting a car in mind the commodity to be loaded. Making proper inspection and preparing car before loading.

Observation of our rules covering these things will practically wipe out claims caused by defective equipment.

Claims caused by defective equipment cost this company \$1000.00 every day in the year 1922 and represented 17% of all the claims paid.

IN THIS CONNECTION BEAR IN MIND THE IMPORTANCE OF THE RECORD OF INSPECTION. Loading a perfectly suitable car after the best of preparation may not prevent the company from paying a claim unless, when the time comes, you can produce a clear record of your work. That is the reason why Form No. 1413 is of such great importance.

Live Stock Losses

During the year 1922, 81,614 dead animals were unloaded from cars at the principal markets in the middle West. A large number of the dead animals were paid for by the railroads, but, regardless of whether the loss was borne in the first instance by the carriers or shippers, the outstanding fact is that this deadage represented a loss to the country as a whole in excess of one million dollars. All the labor and expense of producing and shipping these animals was work and money wasted.

Deadage of live stock shipments comes principally from rough, careless handling of the cars, failure to use clean cars and properly bed them and from unnecessary delay, particularly in weather extremely hot or cold.

The surest way to detect a leaky roof or side is from the inside.

Look carefully for bad doors.

Be extremely careful to see that drop doors or bottoms are properly closed and locked.

Clogged drain pipes make very heavy losses.

Wrecks occur when brake riggings fall down.

Neither an agent nor a shipper should assume that a car is fit for a particular loading simply because it is so tagged. Car inspectors, like the rest of us, are prone to error, and, anyway, the car may become unfit for lading after it has been tagged.

Way Bills

A railroad is not only required to accept, transport and deliver freight but it must also maintain a clear, unbroken record of each shipment while in its possession. The waybill provides such a record, hence the importance of keeping freight and waybills together.

Separation of LCL freight from waybills is one of the big causes of "unlocated loss of package."

Loss of waybill or its separation from the freight it covers quite frequently is responsible for delay.

Prize Babies

At the Tri-County Fair held in Perry in September a number of babies in families of Perry railroad men were entered and scored and all those entered got into the ribbon or prize class.

Frank Hoes, machinist's son Frank scored 99.8, winning sweep stakes prize.

Barbara Swift, daughter Engineer Chas. Swift, 98 in class 3 for girls.

Gunevere Elaine Barth, daughter Boiler-maker Barth, scored 99% in class 2.

Orlan Guy Emerick, son of engineer, 98% in class 7 for boys.

Wedding Bells for "The Staff"

On August 28, Miss Irene Miste, Milwaukee Terminals correspondent "Renay" — was married to Herman Kessenich. The bride was attended by Miss Marie Orme while Thomas Duffey was best man. Mr. and Mrs. Kessenich spent their honeymoon at Oconomowoc, and "Renay" is back on the job again. The Terminals and The Magazine extend congratulations.

On October 6th, Miss Mary Merrill, "Mile-A-Minute" writer of East Wind, will become the bride of Donald C. Walter of Canton, Ohio. Miss Merrill has been a faithful and interested member of the Magazine staff, while attending to her duties in the president's office. Her future home will be in Canton, so the Magazine will lose her valued services. Congratulations of the general offices are extended to "Mile-A-Minute" with every good wish for her future.

Milwaukee Terminals

Renay

Cupid has been very busy in Milwaukee Terminal during the past month.

Emily, our pretty telephone operator, was quietly married. Best wishes, Emily.

Paul Zuehlke took unto himself a vacation and also a very popular bride by the name of Marie Ducey, also of the telegraph department. Very best wishes, Marie and Paul.

John Wannemacher, of the accounting department, surprised us all by displaying a wedding ring. We better watch out for these quiet ones.

Irma Knoll of the general superintendent's office, just returned from a very extended trip through the west and reports having had a glorious time.

Our best wishes go to Mail Foreman Finnegan. He is now the proud daddy of a fine baby girl.

Al, better be careful going around Chicago all alone. You know there's lots of pretty girls down there.

Bob, as a "Collector" you are nix. That goes for Clem O'Halloran also.

Oh, yes, and here's another groom. Our window cashier at Milwaukee freight house, Herman Herbert, married Virginia Ernst, also of the freight house. Here's best wishes to the bride and groom.

Now that the bowling season has opened we ought to have some pretty good items

TOO PRECIOUS TO LOSE

To Keep The child
From going astray
Send BILL along
He Knows The WAY.



AT HOME

HAZEL M. MERRILL, Editor



Hubert and Helen, Twin Children of C. & M. Dispatcher H. F. Guyot

Winter Fashions

Despite the fact that the early fall fashion notes whispered that bright colors, gay patterns, etc., would be passe, the new fabrics seem to be gay and vivid as ever. Woolen fabrics must, of course, be more somber, and all shades of brown, from deep tobacco shades to cocoa. Gray is still very popular and seems to hold second place, and it is hard to decide whether some of the shades are gray or tan but they are very becoming. Midnight and navy blues are good. Velvets will be worn for day and evening costumes, and for lovers of blue, there is a wonderful, deep, rich-looking blue, known as sapphire or royal blue. Instead of dull crepes which have been so popular for several seasons, we have satins and shiny fabrics, and here we have black returning to popularity. One adorable black satin dress was made thusly—plaited flounce in front to form skirt, back plain; flounce edged with narrow ecru lace; blouse plain except for six white pearl buttons right down center to low waist line which is marked by wide girde with large bow at back; sleeves short with six-inch plaited flounce finished with narrow ecru lace; neck finished with ecru or gandy collar.

Skirts remain at medium length, eight to ten inches from ground for day frocks and as much longer for evening as you like. Waist-lines are disappearing altogether, which pronounces the slim-sheath-like models. Suit coats are of three-quarter length, while wraps are of circular tendency and long. Small hats are good, but medium-sized hats with brim rolled off the face seem to be the most popular, and the brims are apt to branch off in unexpected directions. The aforesaid Royal Blue makes a very beautiful hat.

We have it from good authority that bobbed hair is going out, but have heard this false alarm on several occasions—so let's wait and see. The newest mode of hair dress is parted in the center, waved softly, and wound into a knot at base of neck. This, of course, providing it is becoming. Never wear the hair unbecomingly just because it is the latest fad, because the hair-dress makes or mars the beauty.



Dorothy and Harold Wheeler, Children of I. & M. and River Division Timekeeper

Household Hints

To stop rattling of loose windows, split a clothespin in half and slip the larger half with the knob on it between the two windows. Windows may then be left open top and bottom as far as you like.

A small quantity of green sage placed in the pantry will keep out red ants.

A roaster may be used for a bread and cake box as well. Bread and cake keep fresher in it because it is practically air tight. This also saves space on the pantry shelves.

When sewing, pin a baby stocking on the machine and stick your pins and needle in it. You will never lose your needle in this way.

When washing white woollens, put a little bluing into the suds and they will appear much whiter.

When washing linen table cloths or heavy pieces, if wrung by hand, they will be much easier to iron.



Home of Dispatcher H. F. Guyot, Libertyville, Ill.

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1923-1924 BOOK OF FASHIONS.
ADDRESS MISS HAZEL M. MERRILL
1241 RAILWAY EXCHANGE, CHICAGO

The Care of the Feet

Anna Hazelton Delavan in *Good Housekeeping*, tells how to keep your feet free from aches and pains and she gives the following as corrective exercise for strengthening ankles and promoting circulation in the feet: "Sit in a chair, feet resting on the floor. Lift one foot a few inches from the floor, keep the upper part of the leg immovable and swing the foot on the ankle in a circular movement as if on a pivot. Be sure that your toes describe a complete circle outward, downward, inward and upward. Repeat the complete circle ten times, then rest the feet on the floor; bend the ankles, let heels rest on the floor and raise the toes as high as possible. This will bring a strong stretch through the arches and balls of the feet, and through the front part of the ankles. Repeat this movement ten times, then lower the toes and raise the heels high so that a strong stretch is felt through the upper part of the feet, ankles and back part of the heels. Repeat the movement ten times, then alternate the movements, first raising the heels, then toes until there is a sense of warmth and strength through the entire foot. This exercise should be done daily.

If the ankles are weak, the trouble may be partially due to an incorrect habit of standing. The accustomed position with most people is to hold the feet at an outward angle of from 30 to 45 degrees. This is not correct as it throws the weight too far on the outer ankle, causing it to bulge. See that the feet are held so the inner side presents a straight line. You will find this awkward at first if you are accustomed to standing in what is called usually the "first position," that is, with the heels together, toes pointing out.

The correct way (straight inside line of the foot) brings the necessary strain, or pull, on the muscles of the thigh into better distribution. The muscles on the inner side are thus brought into play as well as the more frequently used outside ones, and the inner ankle muscles are likewise benefited.

Those who stand in this correct physiological fashion will never show the blemish of bulging ankle bones. In fact, if small children, when taking their first steps, were taught to stand after this fashion, the rounded slenderness of the ankle and the graceful high arch of the foot would be established for life.

The feet should have the same regular care that is given the face, hair, or other parts of the body. The pores of the feet should be kept active and open through bathing, massage, and friction rubs with the hand, stiff flesh brush, or a Turkish towel."

THE PATTERNS

4521. Ladies' Dress.—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 5½ yards of 40 inch material. The width at the foot is 2 yards. Price 10c.

4492. Ladies' Coat Dress.—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3¾ yards of 54 inch material. The width of the skirt at the foot is 1½ yard. Price 10c.

4497. Girls' Dress.—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 14 year size requires 4¾ yards of 40 inch material. Price 10c.

4501. Boys' Over Coat.—Cut in 5 Sizes: 6, 8, 10, 12 and 14 years. A 12 year size requires 2¾ yards of 54 inch material. Price 10c.

4484. Ladies' Coat.—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 5½ yards of 44 inch material. Price 10c.

4504. Girls' Dress.—Cut in 4 Sizes: 4, 6, 8 and 10 years. A 6 year size requires 3 yards of 36 inch material. Price 10c.

4515. 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 4¾ yards of 36 inch material. Price 10c.

4488. Ladies' House Dress.—Cut in 4 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4¾ yards of 36 inch material. The width at the foot is 2½ yards. Price 10c.

4500. Girls' Dress.—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 4 yards of 36 inch material. Price 10c.

4505. Juniors' and Misses' Dress.—Cut in 5 Sizes: 12, 14, 16, 18 and 20 years. A 16 year size requires 3¾ yards of 40 inch material. Price 10c.

4509. Ladies' Blouse.—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 2¾ yards of 32 inch material. If made with short sleeves 2¼ yards will be required. Price 10c.

4507. Child's Play Dress.—Cut in 3 Sizes: 6 months, 1 year, and 2 years. A 1 year size requires 1½ yard of 36 inch material. Price 10c.

Good Things to Eat

Baked Tomatoes — Creole. Peel twelve firm tomatoes and scoop out centers; finely dice one quarter pound of raw ham, one green pepper, and one onion; add one fifth of a pound of butter and simmer slowly until onion softens; then add half of the tomato centers, two pimentos chopped fine and one cup of washed rice, season to taste and bake in oven until rice softens. Then mix with grated cheese and fill the tomatoes. Place a small piece of butter on top of each tomato and bake for fifteen minutes in medium oven. Serve with tomato sauce. —Union Pacific Magazine.

Smithfield Ham. Soak a ham over night in cold water and put on to boil the next morning, cooking very slowly. When done, remove from fire and let cool in its own essence. When cool, take off outer skin and wash the top with a knife. Sprinkle the top of the ham with two teaspoonsful of sugar, a little dry mustard, one teaspoonful of celery seed, a little cracker dust and a wine glass of orange juice. Put in oven until heated through. Garnish with water cress or parsley. —Norfolk & Western Magazine.

Peach Preserve. Pare the peaches, weigh and add three fourths of a pound of sugar to every pound of fruit. Use some of the pits as they improve the flavor. Make a syrup by adding as little water as possible to the sugar. When it boils, skim, then add the peaches and cook until transparent.

Quince Preserve. Use the orange quinces. Wipe, pare, quarter and remove all of the core and the hard part under the core. Take an equal weight of sugar. Cover the quinces with cold water and let them come slowly to a boil. Skim, and when nearly soft, put one quarter of the sugar on top. When this boils, add another part of the sugar and continue until all of the sugar is in the kettle. Let them boil slowly until they reach the color you like, whether light or dark.

Bow Knots. Cut a rich pastry rolled thin, into half inch strips and shape them on the baking pan into the form of a double-bow knot. When baked, put jelly on each loop of the bow.

Cupid's Wells. Cut rounds of puff paste of three or four different sizes. Use the largest one for the bottom, cut the centers from the others leaving the rims of different widths and put them on the whole round with the narrowest at the top. Bake and fill with jam or jelly.

Male Shopper—My wife sent me for some filet.

Clerk—For yourself or for her?

Male Shopper—What difference does that make?

Clerk—If it's for yourself, it's beef; if it's for her, it's lace.—*Judge.*

Junkman—"Any rags, paper, old iron to sell?"

Head of House (irately)—"No—go away—my wife's away for the summer."

Junkman (smiling)—"Any empty bottles?"—*Canadaink.*

Smiles

"What is the secret of success?" asked the Sphinx.

"Push," said the button.

"Take pains," said the window.

"Always keep cool," said the ice.

"Be up-to-date," said the calendar.

"Never lose your head," said the barrel.

"Make light of everything," said the fire.

"Do a driving business," said the hammer.

"Aspire to greater things," said the nutmeg.

"Find a good thing and stick to it," said the glue.—*Exchange.*

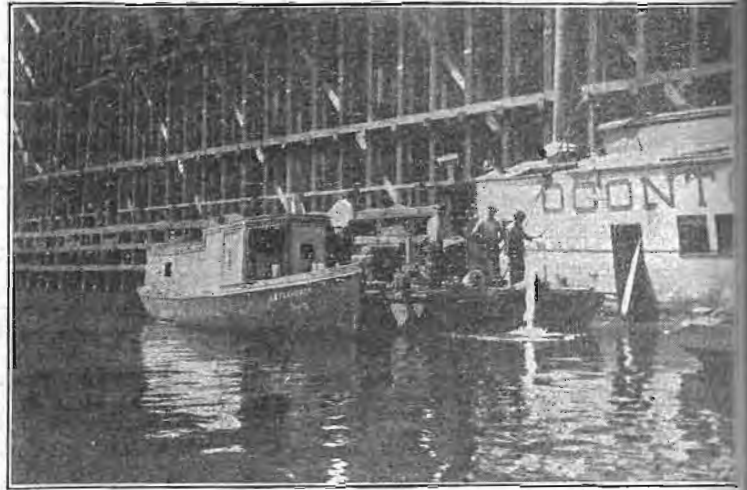
Agent—"When are you going to pay for that sewing-machine I sold you?"

Mrs. Deerie—"Pay for it? Why, you said that in a short time it would pay for itself!"—*Kansas City Star.*

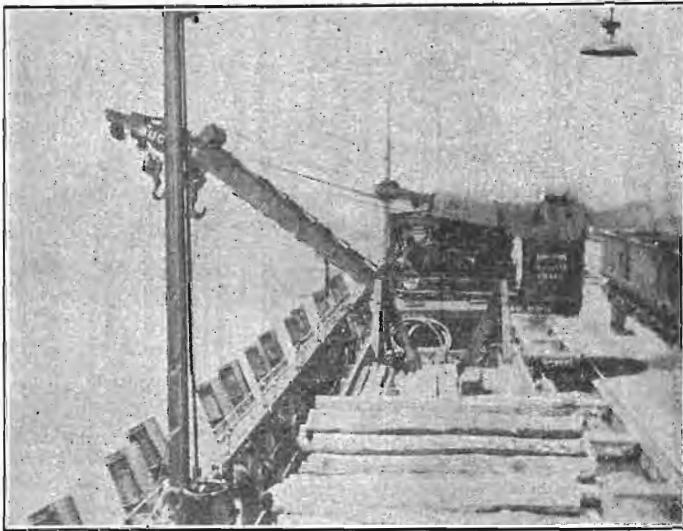




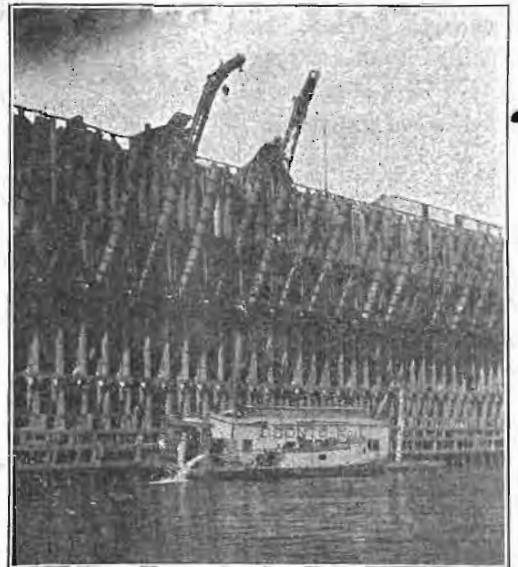
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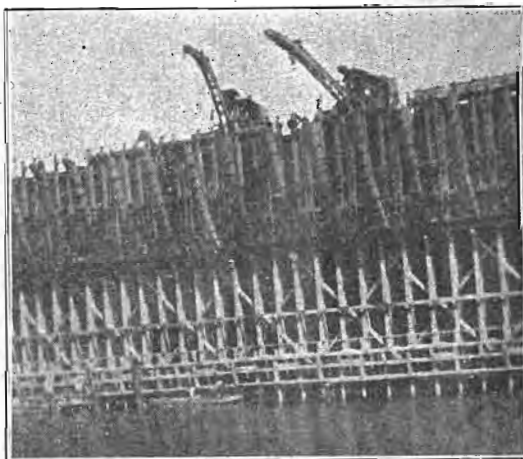
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No. 2



No. 5



No. 3

Raising the Steam-Dredge Oconto

On July 2, the steam dredge Oconto belonging to the Cloverland Milling Company, while dredging for us at Escanaba, sank at our ore dock at that place. "Jim" Hayes, who has entirely recovered from the serious injuries which he suffered while digging a locomotive out of the Missouri River at Chamberlain, was on the job without delay and the pictures tell the story of the progress of raising the Oconto.

No. 1 shows the boat under water some distance from the docks.

No. 2 shows one wrecker borrowed from the C. & N. W. on top of the dock. The boat was dragged into the dock with this machine but it was not possible to raise it with one wrecker. The Soo Line "hoor" was then procured and picture No. 3 shows them both gradually lifting the boat. No. 4 shows the boat nearly out of the water and the crew batten down the hatches in order to pump her out. In picture No. 5 the Oconto is resting easy on the surface and the pumps at work—the water pouring out over the stern.

A number of our boys went to Anamosa to see the Marion Independents take the crack Maquoketa ball team to camp. The boys say they trimmed them in nice style and the score was 6 to 3.

Ask Count Oxley about Harper and his aluminum shoes. Harper says he drinks nothing stronger than buttermilk!

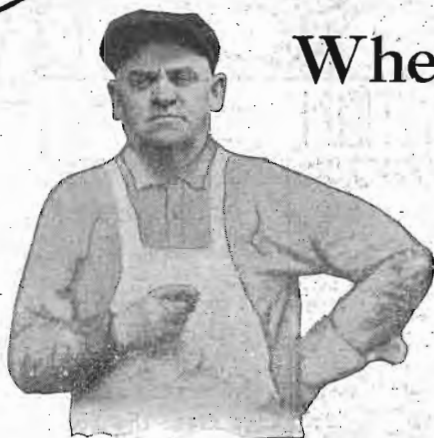
Local Storekeeper C. M. Morgan and wife have moved to Atkins. Cliff says he misses the bright lights of Council Bluffs where he was formerly located.

Machinist Newcomb had his hand badly lacerated the latter part of July but is back at work again.

George Struck, chief caller, has the auto

bug. Ford or otherwise we do not know, but we in the office are in hopes it will be a Rolls Rough, Fierce Sparrow or something like that because then we can all ride.

Walter Kennedy, painter, received very painful injuries when he fell from an engine which he was painting.



When You Drive the President's Special You've Got to Be Sure of Your Watch

ENGINEER J. H. Hughes, for twenty years with the Atlantic Coast Line, handles only the fast Limited New York-Florida trains. Both this year and in 1922, he was selected to pilot the late President Harding's Special over his district.

It is a significant fact that when Engineer Hughes entered fast passenger service he purchased the Hamilton Watch that he carries today. Since 1904 his Hamilton has been keeping his trains to schedule—sometimes on high speed, non-stop runs of over a hundred and seventy-two miles.

Like hundreds of thousands of other railroad men, Engineer Hughes knows you can depend on your watch when you own a Hamilton. Wherever accurate time is needed in railroad service you'll find them on duty—doing their job day after day, demanding the minimum of attention and giving the maximum of service.

Go to your jeweler and ask to see the Hamilton Railroad grades. When you invest in one of these you will own a watch that is internationally known; one that is as accurate as a watch can be—and sturdy as well.



The above illustration shows the Hamilton 992, which is the Hamilton model most railroad men prefer. It will better than pass time inspection on any railroad and give dependable service for many years to come.

For other than time inspection service ask to see model No. 974, which gives you Hamilton quality at a lower price.

We will be glad to send you a copy of "The Timekeeper," a booklet describing the various Hamiltons. Write for it.

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



"The Railroad Timekeeper of America"



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

River Division Fireman Martin Wold discovered a fire in a freight car near Wacouta, Sept. 14 and took a pail of water over the top of the train and extinguished it.

I. & D. Brakeman C. W. Calahan found a broken arch bar on URT car 1916 while it was being picked up at Otranto. Car was set out, preventing what might have resulted in a serious derailment.

When returning home on September 15, from Abercrombie, Station Agent Don Clark, Jr., of Christine, N. D., on the Fargo line, discovered a broken rail on the crossing on the main line. He at once notified Agent E. W. Hutchison, who notified Section Foreman Andrew Nypher. Despite the fact that the crew had finished their day's work, they went cheerfully back at 7:00 P. M. and put in a new rail, with no delay to trains. Had this not been noticed by Mr. Clark, a bad wreck would probably have occurred.

Superior Division Conductor, George Phillips, secured one passenger from Marinette to Kansas City; four Marinette to Flint, Mich., and one to Perryville, Ky. A nice bunch of business.

J. H. Bigelow, agent at Western Ave., Chicago, through special effort secured three passengers from Chicago to Seattle, after they had decided to make their trip via a competing line.

Agent H. B. LaFeror, Okauchee, Wis., noticed something dragging under train No. 10 while passing his station. Train was stopped at Nashotah and a brake beam removed, thus averting a possible derailment.

Agent Fist, Norman, Ind., although off duty, called the dispatcher in the afternoon of August 26 advising him there was a tree down and across the track one-quarter mile south of Norman. All telephone wires were down and he was unable to raise the section men at Kurtz. He obtained some local assistance at Norman and removed the tree.

R. & S. W. Train Baggage men Morris Butler, Beloit, Wis., found a remittance letter in extra baggage car which was evidently two months old. He promptly turned it over to the Express Company for delivery to the bank to which it was addressed.

Mr. Hayes desires that special mention be made of the excellent service rendered by Mr. Reidy during the raising of the dredge Oconto at Escanaga Ore Docks, last summer.

S. M. Division Conductor M. J. Killoren and Engineer A. Satterloff discovered bridge Q-364, just east of Turtle Creek three and one-half miles west of Ramsey, on fire on August 27 and promptly extinguished the same, no doubt saving the company considerable expense, inconvenience and possible loss of lives.

Idaho Division Conductor George Stilz

rendered efficient assistance to the yardmaster at Avery in handling the work at that point at a time when there was a shortage of men. Action of this kind is very commendable.

R. & S. W. Division Conductor T. E. Wheatley discovered and made prompt report of a split sill on bridge over Marquette Road at the cement mills.

Northern Division Train and Engine Crew Complimented

The following received by Superintendent Thurber is deserved commendation and greatly appreciated:

Mr. N. P. Thurber,
Milwaukee, Wis.

Dear Sir:

I understand there is a magazine published each month devoted to the interest of the Milwaukee Railway employees. If so will you kindly see that the following item is published in next issue and oblige.

Never in the history of our show in 13 years have we met up with a finer Train Crew than we met last week at Horicon, Wis. Not only were they a real bunch of fellows but they handled our two private pullman cars from Horicon to Beaver Dam, Wis. in their freight train No. 91 as easily as any passenger train ever handled us. I don't remember the names of the entire crew but Mr. W. F. Schultz, Conductor and his crew done everything possible to accommodate us and Mr. M. J. Caughlin the Engineer certainly knows how to handle an engine and the easy manner in which he handled our cars certainly was appreciated by our entire company. Conductor Schultz and his entire crew will always be remembered by our entire Company and here's hoping we will have the pleasure of meeting up with more such fine fellows.

H. E. Cairns, Bus. Mgr.,
7 Cairns Bros. Show,
Beaver Dam, Wis.

Kindness as Well as Courtesy

Brakeman R. V. Andress of C. & M. Division, displayed kindness as well as courtesy in dealing with the unfortunate plight of a young woman passenger recently and the following letter from her is evidence that his thoughtfulness was greatly appreciated:

August 22, 1923

Mr. Geo. B. Haynes, Gen. Passenger Agt.,
Chicago, Milwaukee & St. Paul Ry.,
Chicago, Ill.

Dear Sir:

On last Saturday, August 18th, I went to Long Lake, Illinois, to spend the week end and while there put all my money, about \$20.00 in a safe place in the cottage before going swimming. When getting ready to return to Chicago Sunday evening, I forgot all about replacing the money in my bag. I was driven by friends to Round Lake to make the 7:09 train and did not think about the money until the train was pulling into the station. I decided the best thing to do would be to get aboard as I could reach home on my train ticket. I obtained some stationery and a stamp from people on the train to write to my sister at Long Lake to send me the money. I then told the Brakeman, Mr. R. V. Andress, 405 Ring St., Milwaukee, Wis., about my plight and asked him how I could get the letter on the next train to Long Lake. He volunteered to see that the letter was given to the Conductor who was returning on the next train so that it would reach my sister the next morning and he further insisted that I accept \$1.00 from him, which I at first declined but decided it would be better to take it as something might happen as generally does when one is without funds. It turned out lucky that I did take it as there was no one at home and I did not get in until

one o'clock, being compelled to get my dinner out and wait until that time.

The reason for the above explanation is to commend the action of Mr. Andress to you and to advise you that his kindness was very much appreciated by me.

Yours very truly,
(Miss) Edna C. Seegmueller,
En Route Beaver Dam, Wis.
August 19, 1923.

Drippings from the Ice Bunkers Spud Bar

Our assistant Spud Bar got the Underwood in a derailment and for that reason nothing will appear in the Magazine this month about the office crew. We will attempt to take up a collection and with what we are able to get purchase an "Eversharp" that will probably take care of any recurrence of the kind mentioned.

W. L. Ennis, supervisor of refrigerator service, along with Mrs. Ennis and their son, made a trip over Lines West recently. Mr. Ennis inspected conditions in the refrigerator department and they all enjoyed the scenery along our railroad very much. If we are able to get son Billy a good horse he said he might come out here permanently.

Patrick Keenan, our assistant P. F. I. at Seattle, just took on himself a new Chevrolet, a sport model at that. Pat thought the team track needed decoration, hence the new car.

It is now apple time and everybody in the apple belt is applying. Inspectors Kamm and Root have a new idea for inspecting apples. They both bought themselves speckled glasses and it is thought that there will be no possibility of passing unworm stings and etc., with the new equipment.

A refrigeration test was conducted by the U. S. Department of Agriculture to develop the result of two special designed refrigerators. The cars were built by the U. R. T. Company at Milwaukee, Wis., and constructed in such a manner that they will consume a smaller amount of ice and yet produce the same results. Two new M. D. T. refrigerators of standard bunker type along with two U. R. T. cars with the same bunker design were handled in the test. The six cars were equipped with twelve resistance thermometers located in various parts of the cars before they were initially iced at Othello, Wash. The cars were loaded with apples at White Bluffs and Hanford, Washington, and destined to points as far east as Chicago. The test will be watched by nearly every railroad in the country and if successful will mean a large saving in the cost of refrigerating perishable commodities along with many other features. W. L. Ennis accompanied the government men on the trip.

Tom Manton, perishable freight inspector from Marquette, Iowa, spent several days of his vacation at Othello, Wash., visiting relatives. When asked how he liked the pleasant summer that they have at that point he made no reply and since he took the train for home on the following morning we think that he will be back next year, maybe.

**Milwaukee Employees Pension
Association
By-Laws
ARTICLE I.**

Section 1. The name of this Association shall be:

Milwaukee Employees Pension Association.

Sec. 2. The territory to be occupied by the Association shall be all places where employes of the Milwaukee Railway Company may be stationed. Its headquarters shall be in Chicago, Illinois.

Sec. 3. The object of the Association is to affiliate as many of the employes, including officers, of the Chicago, Milwaukee & St. Paul Railway Company as may choose to become members for their mutual well being. Benefits shall include a monthly pension for old age, or because of disability, together with such social privileges as arise from equality of membership in a large Association. To meet its undertaking, the Association will collect dues for establishing and maintaining the Association, and voluntary contributions from any source for creating a Reserve Fund from which the pensions shall be paid.

Sec. 4. The Right of Membership is predicated on immediate joining and continued support of the Association. It is open to all employes of the Milwaukee System without restriction as to age, sex, religion, or race, provided that membership is applied for and accepted when offered. For employes in 1923 the Right of Membership is open until December 31, 1923, and for those who become employes at any time after January 1, 1924, the Right to become members of the Association shall be open for sixty days from the date of their employment. The Executive Committee in its discretion, can extend the periods permitted for joining the Association.

Sec. 5. Should a member of the Association, after one year's membership in good standing, leave the employ of the C. M. & St. P. Ry. Co., he shall, upon requesting it, be given a certificate setting forth his record of contributions, and carrying the agreement of the Association to pay to him, or his heirs, the principal sum only of his contributions to the Pension Reserve Fund. Dues shall not be repaid. This reimbursement shall be payable to the certificate holder, or to his heirs, upon its surrender, when he shall have reached sixty-five years of age, or at prior death.

Sec. 6. The application blank for membership shall contain authority addressed to the paymaster of the Milwaukee Ry. Co. directing him to deduct from applicant's pay on the 15th day of each month the amounts necessary to pay the dues and the voluntary contributions for the Pension Fund.

**ARTICLE II.
MANAGEMENT**

Section 1. The affairs of the Association shall be conducted by a Board of Trustees, an Executive Committee and by its Officers.

Sec. 2. The Board of Trustees shall consist of eight members, who shall be elected from the membership of the Association.

Sec. 3. The Executive Committee shall consist of three: namely: the Secretary-Treasurer, who shall be Chairman and two members of the Board of Trustees appointed by the President.

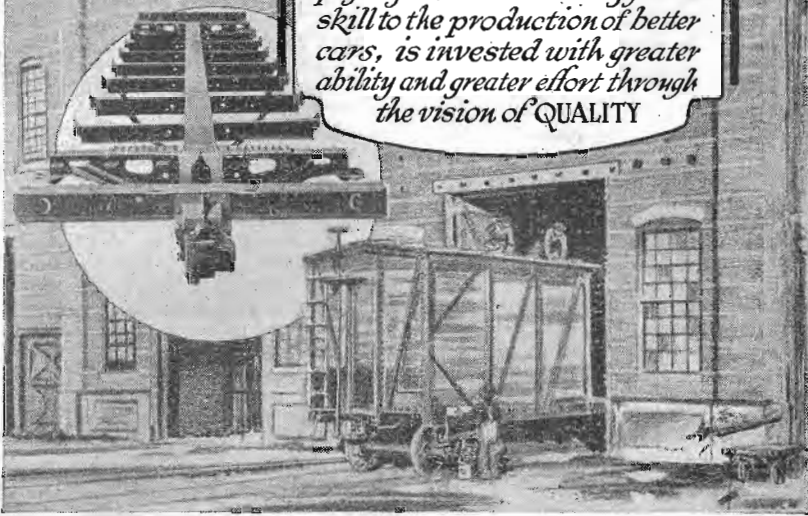
Sec. 4. The officers of the Association shall be:



QUALITY

*The whole world loves
QUALITY-honors QUALITY
in the office of the executives,
in the shack of the yard watchman*

*The ambitious car worker
plying his tireless energy and
skill to the production of better
cars, is invested with greater
ability and greater effort through
the vision of QUALITY*



THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

IT IS NOT IMPERATIVE

THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT

▼ ▼ ▼

**YOU WILL FIND EVERY
THING FOR THE OFFICE**

AT

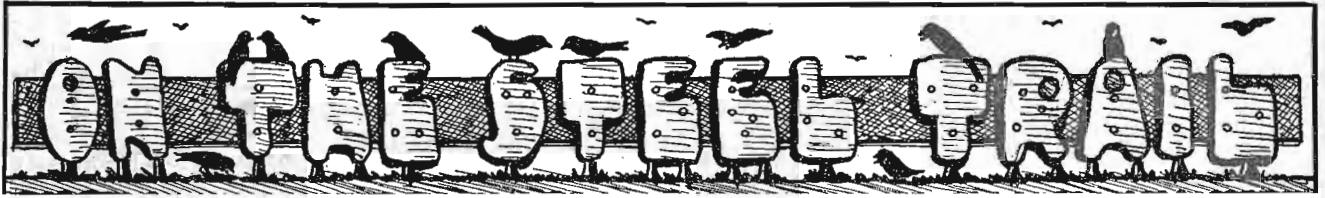
H. C. MILLER CO.

*Manufacturing Stationers
Loose Leaf Specialists*

342-344-346 Broadway, Milwaukee, Wis.

**HARRY
SAYS**

**"ADVERTISE
IN THE
MILWAUKEE!"**



Musselshell Minutes

After a long silence our division will be heard from again and we hope to send in our contribution every month now without fail.

M. Galvin is recovering from injuries received in a fall from the top of a caboose last week. A milk can derailed a car and caused him to lose his balance. Mr. Galvin is up and around at this writing.

Edith Pederson spent a pleasant vacation in Minneapolis and Chicago, joining her mother, sister and two little daughters who spent the summer in Minnesota.

Mable Farnum, after seeing the Yellowstone Park with her hubby and a party of relatives, decided that she didn't have enough scenery to last through the winter, so journeyed out to Portland and Seattle and visited friends for two weeks. She reports a wonderful trip and—while there—lost her hair. They left it at the coast for souvenirs.

Mr. and Mrs. Frank Swenson spent their vacation touring in the Dakotas via Chevrolet. They visited relatives at different points.

J. J. Foley is now general manager of the New Wyoming North & South Railway. M. E. Randall succeeding Mr. Foley as D. F. & P. A. The Musselshell Division joins in congratulating Mr. Foley and wish him success in the new work.

D. T. Bagnell, R. L. Whitney, T. A. Dodge, J. Strassman, E. E. Clothier, E. Howell, W. E. Ring and R. C. Hayward were business visitors in Milestown first part of this month.

W. N. Ross just returned from a visit to the coast and Mrs. Ross, who spent the summer in Cleveland, came home recently.

Mrs. C. Drawbaugh enjoyed an extended visit with the home folks in Kansas this summer.

Mrs. Riley succeeds Josephine Jackson as the new general clerk in the freight house.

Mrs. Tom Corbett recently returned from a vacation trip to Sioux City, Des Moines and Chicago.

Mr. and Mrs. Al Boltz and daughter Irene enjoyed a visit in St. Maries and Butte. They report a fine time in the mountains.

Stanley Nary was seriously hurt when the Studebaker car in which he and Jim Hanrahan were driving turned several somersaults out on the Ft. Keogh road. It is said the boys were thrown thirty or forty feet from the car in different directions. Jim was bruised severely, but it is reported that he is recovering nicely. Stanley is still in the hospital and will no doubt be there for some time as he suffered a compound fracture of one of his limbs and other injuries. His brother Brady arrived recently from Seattle.

Marjorie Roberts, formerly Marjorie Rivers, is helping out with extra work at the store department during inventory period. They say her ability on the "comp" hasn't suffered any from lack of exercise.

Mrs. Harold Meehan, formerly Gladys Figg, of the freight department, is back on the job after acquiring her new title of

Mrs. The Meehans were married quietly and slipped away on an extended honeymoon trip to the coast before anyone knew a thing about it.

Mr. and Mrs. Edward Murray just returned from a trip to Chicago, Lake Minnetonka and Minneapolis and report a fine vacation on the lakes.

Mrs. J. W. Malloy, wife of the agent at Terry, has been seriously ill in the hospital in this city. We hope to hear of her rapid recovery.

Ira Rogers of the superintendent's office, was seen in earnest conversation with the owner of a wagon load of delicious looking melons. We're still hungry for melons.

Mr. and Mrs. Earl Farr have just returned from an extended auto trip through western states, including the Yellowstone Park, Boise, Idaho; Pendleton, Oregon; Spokane, Washington, and then home. They covered about 2600 miles on the trip and saw some splendid country. Mr. and Mrs. Carl Krutt accompanied them as far as Yellowstone Park.

A large number of employees gathered at the home of Superintendent Bowen last week to welcome the new Mrs. Bowen to our midst. The ladies brought well filled lunch baskets and the good eats together with the music furnished by Mr. Wagner and the sextet led by J. Rothman helped to make the evening a merry one. Mr. and Mrs. Bowen very hospitably received the party and the exchange of kindnesses evidenced the feeling of regard in which Mr. and Mrs. Bowen are held by the employees.

Wisconsin Valley Division Notes

Lillian

Mr. and Mrs. W. R. Billington are visiting relatives at Minneapolis, also attending the fair.

Brakeman John Stoker was recently married and is making Wausau his home for the present. We were unable to learn the name of his bride, but hearty congratulations are extended to both Mr. and Mrs. Stoker.

Miss Mary Linehan, daughter of Conductor John Linehan, is attending St. Catherine's School at Racine, Wis.

Mrs. Anna Gleis and daughter Arabelle, of Chicago, visited with Wausau friends for a few days while enroute to Clear Lake where they spent a few weeks at the Redlich cottage.

Train Dispatcher A. W. Warner has returned from his two weeks' vacation which was spent motoring to Toledo, Ohio, and visiting other points of interest.

Conductor P. Hollingshead took a few days' vacation last week, John McCloskey and Dan Callahan relieving him.

W. A. Hinsey, district adjuster, spent a day in the office adjusting claims, and incidentally telling a joke or two.

Safety First meeting which was to be held Sept. 10 was postponed until Saturday, Sept. 29, at which time we expect to have a large attendance and some very important matters discussed.

Mrs. J. Horn was taken critically ill while visiting with her mother at Portage. She was taken to the hospital where she

is receiving the best of care and we trust that we may soon learn of her recovery.

Mr. and Mrs. Henry L. Vachreau visited at Rouses Point, Vt., and Montreal, for about two weeks. Mr. Vachreau was elected a delegate to attend the Knights of Columbus convention which was held at Rouses Point.

The Misses Dorothy Wells and Dorothy Milne are attending the "U" at Madison.

Mr. and Mrs. Chas. Lattimer and family spent their vacation motoring through the county in their new Dort sedan visiting at Fort Atkinson, Milwaukee, Portage and Kilbourn. They report a very pleasant trip and claim it to be an ideal way of spending a vacation.

Engineer William Plunkett is leaving this evening for Oak Park, Illinois, to visit with his family.

Jule Manhart is the new clerk occupying the desk next to the roadmasters, his title being roadmaster's clerk. The initiation fees are past due, but we hardly think this matter has been called to his attention. Gross negligence on the part of someone.

Sunday, October 9 will long be remembered by the members and wives of Wisconsin Valley Division No. 633 B. of L. E., it being the occasion of presenting Brother E. J. Tierney a Grand Lodge honorary badge, which signifies that he has been a continuous member of the B. of L. E. for forty years. Brother M. H. Moore also would have received a like honor, however, on account of illness was unable to attend. To say we missed you "Mike" is putting it very mild.

One of the features of the entertainment was the musical selection rendered by Mrs. D. M. O'Brien and her two little daughters, both of whom are violin artists.

The wives of the members more than rose to the occasion and prepared a banquet, the like of which one is seldom fortunate to partake of, and you may be sure that when the engineers rose from that table there were no wrinkles in their vests. Several engineers' daughters assisted in the serving and a great deal of credit is due them for their part in the entertainment.

Through the courtesy of P. H. Nee, our division superintendent, a special was run from Minocqua to Wausau which enabled the north end people to attend. Many thanks Mr. Nee.

Covers were laid for about eighty people and after the banquet A. O. Smith, general chairman of the engineers on the Milwaukee system in a few well chosen words and a very able manner presented Brother Tierney with his badge. Mr. Tierney responded in a way which showed how very grateful he was for the honor bestowed upon him and thanked the members and wives for what they had done for him.

Brother Geo. B. Hooper, a former Valley fire boy, and now a member of the Grand Lodge office force at Cleveland, Ohio., was with us and gave a fine talk on the activities of the Grand Lodge. Brother Hooper is very interested in his work and, being young, we predict a great

future for him. We are proud of you George, and call again.

A telegram from Brother Flynn of Deer Lodge was received expressing regret that he could not attend and extending congratulations to Brothers Tierney and Moore.

The occasion closed with a regular Lodge meeting of Division 633 and all returned home feeling well repaid for having attended.

The On Time Line—K. C. Division H. F. B.

We are all very glad to hear that Miss Helen Allard, daughter of Trainmaster F. H. Allard, is improving rapidly and that it will be only a matter of a short period before she can leave the sanitarium at Dubuque where she has been a patient since the first of the year.

Superintendent N. P. Thurber, of the C. & M. Division, spent a few days of his vacation visiting friends in Ottumwa.

With all the new cars that have been purchased by employes around the Junction and West Yard this year they all seem to have developed into good careful drivers with the exception of one, J. A. Sanford, dispatcher who in company with his lady fair, turned his Essex roadster wrong side up out north of town a few nights ago. Looks kinda bad for John too, as he has driven a car for about a year now. Will have to hold an investigation regarding this accident, I guess, as no 142 report has as yet been submitted. Presume though, that it is the same old story. Too much confidence in the one arm.

Fireman Marvin Nickell is the proud daddy of a new baby daughter which was born a few days ago.

Everybody at Nahant must be on vacation as I have been unable to get any notes from either Miss Peterson or Yardmaster Park for a couple months. Buck you are the biggest, guess we will have to appoint you as a committee to take care of this grievance.

Trainmaster T. P. Horton while on his vacation spent several days in Ottumwa visiting friends.

Chief Dispatcher E. J. Klahn just returned from a trip overland to northern Minnesota where he spent his vacation fishing. He also states that he not only fished but caught some fish.

Dispatcher J. G. Upp and family spent about four weeks visiting Mr. Upp's brother in California. Jay says that he still thinks that old Iowa is good enough for him, although he had a good time and fine weather while there.

We will have quite an improvement at the Junction when the drive that is now being made just south of the Junction is completed. This will allow the taxis and cars to bring passengers for the Southwest Limited trains up to the track which will make it a great deal more convenient also an improvement in the looks of the Junction grounds.

Superintendent B. F. Höehn just left on his vacation which he intends to spend in an outing in his car.

We have several new faces around Nahant, Thos. Malone is our new section boss who has been running extra gang on east division this summer and our new night round house foreman is Thos. Horigan, former slip foreman at Ottumwa Junction. Mr. Rabun, former night round house foreman has been promoted to assistant foreman at Ottumwa Junction.

Night Yardmaster Louisfield has re-

turned from two weeks' vacation which was spent in Chicago and Oxford Junction. Switchman Cunningham doing the relieving in Louisfield's absence.

The foundation for the new passenger depot at Davenport is to be started this fall and depot is to be completed early next spring. Mr. Gillick and party with the C. B. & Q. officials, recently met with the city officials and arrangements were made for more track room. The depot is to be two stories and the D. R. I. & N. W. general offices will be located there as well as the D. R. I. & N. W. dispatchers.

We do hope that there will be room in the new depot for General Yardmaster Flanigan to have an office, as he has been looking forward to it for several years.

Perishable Fruit Inspector Buckingham was a recent caller on Mr. Ennis in Chicago, regarding the icing of cars at Nahant.

On the night of August 18, a car of broom corn was discovered on fire about the middle of the yard. Quick work on part of Foreman Van Ansdall probably saved considerable damage as there were several cars of oil very close to it. George Fall being home, he was called and took charge of the broom corn.

H. W. Kressin, round house foreman has returned from a two weeks' vacation which was spent in Milwaukee, Machinist Leigh being foreman in Mr. Kressin's absence.

Bad Land Echoes "Bill Mike"

I've not got much news to tell you, somehow I can't nose it out; this here job's meant for a woman, guess there ain't no one will doubt. This here ends my bad land echoes, getting mighty cold and chill to be standing out and shouting through the valley and up the hill. And you know I gave you warning, if you didn't do your share I'd just hop right out and leave you, but it seems you didn't care.

Roundhouse foreman, Mr. Allen's been vacationing a short spell, Mrs. Allen came back with him, sure beats batching I can tell. Our car foreman's blithe and happy, wife returned the other day, been way out across the ocean visiting folks in Old Norway. Hear George Gessinger is married, and the same of Adrian Gray, also that Leo Rushford is a daddy, so they say.

Heaps of people go to Wildwood, some with "bogs" and some by cars, some of them are badly shaken and bring home a lot of scars. "Young Pop" Greer ran into Slaughter, busting up a wheel or two. Can't expect much of young fellows, I've been young and so have you. But when older people smash up, such as our Machinist Greer running smack into a sheriff, things are worse than they appear. Don't just know what was the trouble, each one has a different tale, Paul says that it's mighty lucky the whole push are not in jail. Heed this little word of warning, you who worship cars and speed, take it kind of slow and easy, watch the road as you proceed and you'll nearly always get there without taking half the chance. What's the use of racing headlong, courting Death to get to dance?

Queer thing happened at the roundhouse, Mark just could not start his car, the whole bunch were sympathizing, you must know just how they are. And they all were having trouble (so they caused it to appear) truth was they were really joking and having fun with Mr. Greer. They had disconnected something on Mark

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



TRADE MARK REGISTERED

Steam Turbo-Generators

500 Watts to 7½ K. W.

A Complete Line of—

Headlight Cases—Sheet and Cast Metal
Reflectors—Metal and Glass
Portable Headlight Cases
Floodlights
Searchlights
Lamps for rear of tender
Lighting accessories, such as switches (open and enclosed), sockets, dimmers, connectors, junction boxes, etc.
Write for Catalogue No. 101

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

FLOODLIGHTS

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

THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of
Locomotive Electric Headlight Sets
General Offices and Works
CHICAGO, ILL.

We are all Employees

Fundamentally a great manufacturing business is in exactly the same relation to its customers as the individual is to the company which employs him.

The basis upon which we all live, thrive and progress is the basis of service to others.

That is the spirit that stands back of our products.

"Huntoon Truck Bolsters"
"Huntoon Brake Beams"
"Pilcher Trussed Truck
Side Frames"

That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

Republic Railway Equipment Co.
(INCORPORATED)

Successors to

JOLIET RAILWAY SUPPLY CO.

Railway Exchange Bldg., Chicago

\$25.00 FREE

\$15.00 1st Prize

\$10.00 2d Prize

We started this Savings campaign among our employes two months ago, and we are glad to say that all along the line great interest has been shown by them. Now it comes down to the question, "How many of us have opened Savings Accounts in that two months?" Why not start one? Read what Bruce Barton, the noted author and editor, says about savings (on this page). Most of us at one time or another are inclined to be "Good-fellows"—Next time you feel like being one think of his little story—It's true ninety-nine times out of every hundred.

The "last line" contest in August was such a success that we have decided to give you another one this month. The contest will close October 31st, 1923. In case of a tie prizes will be duplicated. Fill in a last line to this limerick and mail it with the coupon at the bottom of this page.

Little Silver Dollars,
Little Greenbacks Too,
Make a great big bank account

The winner of the first prize, \$15.00 to be awarded in this contest was Mr. Walter Hartford, S. M. P. office, Milwaukee Shops. A savings account has been opened for him in the Marshall & Illsley Bank, Milwaukee. His winning line was: "So don't throw the Dollar away,"

while the actual line was, "Why throw it away?" Here is what Mr. Hartford says: "I am surely very grateful for being acclaimed the winner, and shall try and keep up a savings account from now on." That is the right spirit for us all to have. Congratulations, Walter.



Walter Hartford



Walter B. Strawn

The second best line was "So save them while you may," and the author of that was Mr. Walter B. Strawn, Box 301 Deer Lodge, Mont.—"It is needless to say that I was very much surprised and pleased. I think your campaign to instill a desire to save in the minds of employes is a

most commendable one and I hope the results will meet with your fondest anticipations." Thank you Walter—they have.

The Good Fellow

By BRUCE BARTON

I SHOULD like to have this carved on my tombstone:

"Here lies a man who edited a magazine; he made many mistakes, but we forgive him for them, because year after year, he preached Thrift to his readers, he encouraged several million people to save money."

Belgium before the war was known as a "Country without paupers;" of France's 10,000,000 voters nine-tenths are owners of government bonds. There are 12,500,000 savings accounts in France, and half of them little ones—less than \$4.

But only one in ten of us have savings accounts; the rest of us are "good fellows."

I attended the funeral of a "good fellow" recently. He had always "lived up to his income." When the company for which he worked was reorganized ten years ago, the president said to him: "Have you a thousand dollars?"

A thousand dollars put into that business ten years ago would be earning a competence for his widow today. But the "good fellow" did not have it: he had never learned to save. And now we are raising a fund to buy his daughter a piano, so that she can give music lessons.

I came away from the funeral with another man whose salary has never been as large as the "good fellow's." We rode in his automobile.

"Do you know how I paid for this automobile?" he asked. "Out of the dividends that came to me last year from my savings. When I was getting eighteen dollars a week, my wife took two of it every week and put it into the savings bank, where we couldn't touch it. When I was raised to twenty-five, she raised the savings fund to five a week; and so on. I'm forty-seven years old now. I've never had a big salary, as you know, but I could retire tomorrow, if I wanted to, and have more than thirty dollars a week in dividends from the money I've saved. I tell you, I don't know anything that makes a man face the world with so much confidence as the knowledge that he has made himself independent of it."

There you have them side by side; the "good fellow" and the "wise fellow." All of us belong in one class or the other. Which class are you in?

"If you want to know whether you are going to be a success or a failure in life," said James J. Hill, "You can easily find out. The test is simple and infallible. Are you able to save money? If not, drop out. You will lose. You may not think it, but you will lose as sure as you live. The seed of success is not in you."

There is not a single man, woman or child in America who can not save some money if he or she will set out determinedly to do it.

"Ah," you object. "How can you say that? You do not know my circumstances."

No, I do not. But if circumstances dictate your life, this is not written for you. You will not succeed anyway; you do not count.

"Circumstances!" exclaimed Napoleon. "I make circumstances."

Courtesy of Cleveland Trust Co.

Mail This Coupon NOW



The Milwaukee Magazine, 141 W. Ohio St., Chicago.

Attached and enclosed herewith find my letter on "Why I opened my savings account."

Name

Street No. City State

What bank do you prefer in your town?

Have you a savings bank account?

In what department of the Milwaukee do you work?

SAFETY
FIRST

Below is a list of good Banks. We suggest that if you are near to them that you call, and take up the matter of starting a Savings Account, **Today**, not tomorrow. Don't keep your money in a sock or mattress; put it where it is safe in a Bank, to earn its keep, and grow. It's a delightful feeling to have a Savings Account protected and earning for you in a good Bank. **Start Now.** You can open a Savings account in any of the following Banks for \$1.00, and when you have opened it add a little to it each pay day. If your Bank is not listed, ask them why.

ILLINOIS

CHICAGO

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

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

SANBORN

Sanborn State Bank

DUBUQUE

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

PERRY

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

MINNESOTA

MINNEAPOLIS

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

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

THREE FORKS

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

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

Commercial Trust & Savings Bank
"The Bank for your Savngs"

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

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

Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

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

WISCONSIN

JANESVILLE

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

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

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

WAUSAU

First National Bank

Keep Your Balance

One of the most useful and difficult lessons to learn is always to keep your balance. Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

CENTRAL TRUST COMPANY OF ILLINOIS

125 West Monroe Street
CHICAGO

Regrets

One man recently said: "I figured up what I would have now if I had saved my money instead of investing it in ventures I did not really know enough about, and found I had lost a small fortune.

Savings Deposits made on or before the tenth of any month will draw interest from the first of that month.



The Merchants National Bank

Fourth near Robert St. Paul

A Strong National Bank

Live Within Your Income

The matter of living within your income and laying by something at interest for the future is a matter of common sense and backbone. If you have common sense enough you will see the point of providing for the future while you are able, and not leaving this provision to the uncertain outcome of your future business. You can do this if you have backbone enough; if you haven't, then the man who has gets your money.

Society has its allurements for a young man. He's afraid he'll never amount to much if he misses any of it. Society won't run away. In the meantime you can be society without being a society man. Don't order that dress suit until you have paid all your other bills. The world needs good payers more than it does society men. The savings habit is the first step towards business success, and business success is itself a powerful factor in society.

A running account at a store is a luxury. You never so fully realize the actual cost of an article as when you lay down the cash for it. For this reason you are apt to overbuy on a running account. But if you do run an account, don't forget the accounting: settle monthly. A small account is easier to pay than a large one. Furthermore, the pleasure of paying an account is never increased by its age.

Your neighbor may have a cottage at the seaside, and his wife may wear costly hats. Don't worry; these things are not going to disappear from the face of the earth. The man who advances step by step, who sticks to the main proposition that he must be further ahead at the end of each year than at the beginning—will never figure among the "has-been"; and when he gets ready to buy a cottage, he keeps it. He'll be the man whom the neighbor with the seaside cottage will ask for a loan some day, when his son makes an unexpected draft on him from Harvard.

It doesn't pay to run into debt to get married or to join a golf club. For marriage a man needs at least a clean start, while the man who will go into debt for a luxury is heavily handicapped in the race for success. It's a pretty good rule to borrow money only when you can put it where you will be sure to get it out again by the time your note falls due.

CENTRAL TRUST CO. of ILLINOIS

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

*The Banking Home of
Railroad Employees*

Checking and Savings Accounts
Deposits may be made by mail.

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$310,000.00

Special Attention Given to
Savings Depositors

TRANS-MISSOURI AND
MUSSELSHELL DIVISIONS

Bank by Mail

4% Interest on Savings Accounts.
5% Interest on Time Certificates
of Deposit.

MILES CITY NATIONAL BANK

Miles City, Montana

Member Federal Reserve System
United States Depository

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000

LARABIE BROTHERS BANKERS

INCORPORATED

DEER LODGE, MONTANA

Capital and Surplus \$200,000.00

The Oldest Bank in Montana
1869—1923

Old in years but young in spirit.

We invite you to use our Banking Service.

DEPARTMENTS

Commercial Foreign Exchange Savings Trust Safe Deposit

Greer's old Chevrolet, Staben towed him around main street half a dozen times they say.

'Pears to me I hear a ringing, 'course it's sort of far away but I seem to hear bells chiming to me they seem to say, "We are chiming and proclaiming to the people round about, a young couple's to be married, bring your old shoes and be out."

Guess this here will end the echoes, 'less they get someone else to yell, did my best, could do no better, I have nothing more to tell. Want to thank you for your attention and overlooking my mistakes, trust I haven't caused no trouble, no hard feelings or no aches.

Northern Montana Division

A. B. Taylor

Frank Wright, baggageman at Lewistown, has resigned to accept a position with the Great Western Paper Co., at Ladysmith, Wis. He leaves with the good wishes of the bunch.

N. B. Lupton, timekeeper, and his wife, took a trip to Seattle in August, where they attended the system board meeting of the clerks' lodge. Incidentally they celebrated a delayed honeymoon trip, and visited other points of interest.

Mrs. Rose Edsill, clerk in the superintendent's office, celebrated a two weeks' vacation. She's back none the worse for wear.

Mark G. Allen, assistant division accountant, and his family spent their vacation up at the Rosebud lakes. Same old stuff. Caught lots o' fish and had a good time generally. This trip takes the cake, as he told about one person bringing in a 48 pound Bull trout.

Conductor Ford and his wife took a trip visiting in Michigan and eastern points. Nothing unusual reported by him, although he had a pretty good time.

Harry Lindsley, clerk in the superintendent's office, is the proud papa of a baby boy, born August 18, weighing all of 8 pounds. We've seen some trout that size, but he is as proud of the boy as we would be to catch a fish that size.

On the 2nd of September Roadmaster Cook, roadmaster's clerk, Jack Fisher, Division Accountant O. S. Porter, and Section Foreman H. A. Cook, went to Sixteen mile Canyon fishing. A pretty good bunch of fish were brought back. The best of the trip could not be appreciated as it would have to be seen. It loses interest in the telling, but Roadmaster Cook knows all about it.

Mr. and Mrs. G. G. Coonrod, and their son, took their vacation trip in August and visited in Chicago, Kansas City and a few other foreign ports. They evidently had a good time as they reported back to work promptly.

Conductor J. P. Smeltzer, wife and two daughters, Kathryn and Helen, are spending a very pleasant two months of vacation with friends and relatives in California.

Two old darkies were passing along the Lewistown depot when train 117 pulled in with cafe car Kegonsa attached. One darky was heard to tell the other that was the car he was going to ride on. On being asked why, replied: "Don't you see what it says there, 'Keg-on-sa.' Won't we take on a load?"

R. & S. W. Division

Lillian L.

Jack Hanscom did not believe in letting all the girls get ahead of him, so he took unto himself a wife August 9, the happy bride being Miss Laura Madsen. Thanks for setting 'em up, Jack, even if Lillian was away on her vacation and not here to get her share.

Mrs. Rose Condon, cashier at Rockford, and daughter Helen spent a week at Denver and a week at Colorado Springs, leaving Rockford on Aug. 16. They made the trip to Pike's Peak and found about four inches of snow up there. They report a very pleasant trip.

If you are wondering why some of our locomotive engineers appear so youthful, let me put you next. They are having a massage several times a week and understand it is being done in a beauty parlor.

George Williams, assistant accountant at Beloit, accompanied by his wife and son, spent two weeks in Iowa during August.

Miss Flora Artlip, only daughter of Mr. and Mrs. Fred Artlip, passed away at Augustana Hospital, Chicago, on Sunday morning, September 2, after an illness of two weeks. Miss Artlip was one of the most popular girls in the Beloit high school and would have graduated next February. She was a member of the girls' rifle team in the high school, was a member of the Second Congregational Church, the Y. W. C. A. and the Camp Fire Girls. Miss Artlip was a granddaughter of Agent R. M. Telfer, Beloit. Funeral services were held at the home September 4. Our sympathy is extended to the bereaved family and friends.

Miss Nellie Menhall has been appointed file clerk at Beloit, succeeding Miss Reta Westrick, who will be a September bride. Mrs. F. E. Ryan and Mrs. Jas. T. Barrett gave an aluminum shower for Miss Westrick at the home of Mrs. Ryan. The evening was spent playing bunco, Miss Menhall carrying off the first prize and Miss Hall the booby prize.

Did you ever see a "chimney" on an engine? Ask W. J. H. about same.

Miss Helen Fenlon, of the timekeeping department, spent her vacation at St. Paul and Minneapolis.

Conductor Muckerheide is going around with a smile and seems quite happy since he moved Minnie to Beloit.

Fred Fairchild is away on his vacation, and by the time he gets back Sam Watts will have to have his shoes re-soled, account making such frequent trips to and from the different offices.

Superintendent Devlin and family took a trip east during August.

Signal Department Wig-Wags— Lines West

F. G. M.

August, as usual, proved a popular month for vacations, and the Tacoma office worked short-handed on several occasions because of the absence of one or more of its members. The Steed family sojournd for a week in the wilds and woods of the Olympic peninsula in the vicinity of Lake Crescent. L. W. Smith joined a small fishing party for a ten days' outing in the Lake Cushman neighborhood. E. P. Allen, Frank Meade and party fished for a few days at Lake Quinault. The Tyler family spent a few days getting a close-up on some lakes, peaks, glaciers and waterfalls in Rainer National Park. All reported a

Did You Win One?

Were you one of the lucky winners in our national Yeast-for-Health contest? There were 153 prizes, ranging from \$1,000 to \$10, and counting all the enthusiasts, the prizesshouldhaventum-bered about 153,000.

For thousands upon thousands of responses to this contest proved one fact-Fleischmann's Yeast overcomes constipation naturally and permanently.

We've said so for sometime, but we wanted first-hand evidence--the word of folks who have used Fleischmann's Yeast on what results they had. We got it.

Convince yourself. eat two or three cakes a day.

The Fleischmann Company

Guilford S. Wood

Mechanical Rubber Goods
Inlaid Linoleum Upholsterer's Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose
Protector

Great Northern Building
CHICAGO

NATIONAL SURETY COMPANY

"The World's Largest Surety Company"

Joyce & Company, Inc.

Chas H. Burras, Pres. John McKechney, Vice-Pres
Robt. E. Stitt, Secy-Treas.

GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

good time, with varying success at fishing.

We are glad to report four additions to the signal department cradle roll, three of them as follows: Frederick Franklin Lee, born July 4; Sidney James Biddle, born July 6; Phyllis Anne Biddle, born August 4. Am sorry we haven't the name of the fourth, a daughter, born July 7, to Mr. and Mrs. E. A. Spigler. We extend herewith our hearty congratulations to all the parents.

E. H. Gulberg, maintainer at Rockdale, took a vacation of a few days early in September. He spent most of the time in Tacoma and elsewhere on the Pacific coast.

Here's a hunch. If you want to start in raising Mallard ducks, go to Bobby Hart's place at Maple Valley. Choose a dark night when nobody's at home, and just pick out the ones you want. A scoop shovel is pretty good to raise them with. Don't bother about paying for them. You can't anyway, if there's no one around the place.

Here's another hunch. Look out for Bob the next time you see him.

Ike Martin laid off a few days in August, being relieved by Bill Sleeman.

We understand Slim has a severe case of the "swat and walk" distemper, he having recently gone in strongly for golf. Personally, we are surprised, as we doubt whether he knows a mashie from a niblick, or a birdie from a stymie. Why, only the other day, on the links at Butte, when some one hollered, "Fore!" at him, he thot it was a base on balls, and wanted to walk to the next green. But then, they let most anybody play golf now-a-days.

The Hart family, including Bob, are laid up with the mumps as we write this. Here's hoping they come round all right.

"Morals are an acquirement—like music, like a foreign language, like piety, poker, paralysis—no man is born with them."—From Mark Twain's foolish wisdom.

Rail Rumlblings from St. Paul *Allen*

During Mr. Roers absence B. M. McDonald is acting yardmaster.

J. F. Brady, switchman St. Paul, is the author of the following:

Oh, Mr. Gallagher, Oh, Mr. Gallagher,
Don't you think that is going to be grand
To have our own Ford plant,
The best that's e'er been seen,
On any railroad in this mighty land?
Oh, Mr. Shean, Oh, Mr. Shean,
I understand exactly what you mean,
And C. M. & St. Paul boys
Will make it a "big noise."
Don't you think so Mr. Gallagher?
Absolutely, Mr. Shean.

Oh, Mr. Gallagher, Oh, Mr. Gallagher,
The C. M. & St. Paul Railroad's sure a
bird;

Why I shipped ten cars of grain
To a place somewhere in Spain
And they beat the other road's time
To Chicago by a third.
Oh, Mr. Shean, Oh, Mr. Shean.

That only goes to show you know your
stuff

To send it by the line that tries to
Get it there on time.
Don't you think so, Mr. Gallagher?
Nothin' else but, Mr. Shean.

When you get home try that on your
piano but kindly refrain from whistling it
around here. We hear plenty engine whistles
as it is.

We do not mean to reflect upon Mr.

Brady as an author but we fear some of
our birds around here might murder it,
so to speak.

Lawrence Berman, office boy, has resigned
to go back to school. His successor is
Harold Moberg.

Here is a warning: Keep off the Point
Douglas road for awhile. J. W. Dehmer
just purchased a Ford coupe.

And here is a mystery: Thomas Sheehan
has been driving his car now for several
months and he still lives.

And judging from that great big rock
that Mr. Morhead bought his lady friend
we dare say that it won't be long now.

Miss Larkin just returned to the office
after a week's loss of time due to a auto
accident. Better make him keep both
hands at the wheel next time, Ann.

Robert Cree is spending his vacation in
the east. Charles Falk is here during his
absence.

Well I guess we will call it a day and
go home and "listen in" on the radio.
Thank you.

H. & D. "J. D."

Ed Thill, of the Monty round house, and
wife are spending a few days in the cities
with relatives.

Old man Dixon, one of the mechanics,
busted three more buttons off his vest a
few days ago. It's a big boy.

Jack Huben, of Milbank, thinks the Par-
liament Building up in Canada is quite a
building. His advice to all is "BEWARE
of the STRANGER."

W. E. B. Dunlap and wife spent a few
weeks on the Pacific coast and will return
over a Southern route, taking in some of
the high spots in Colorado on the Denver
& Rio Grande Ry.

Mr. and Mrs. F. T. B. made Aberdeen
from Monty in 5 min. 30 sec. with the new
Jewett. How's that for speed?

Engineer Tucker is getting to be a regu-
lar golf enthusiast. You'll see his name in
the Milbank Herald Advance every other
week.

Machinist Grimm has something up his
sleeve. Look out Ed. Let's all look for an
announcement next issue.

The Milbank bunch wish to say that they
miss the smiling face of Tom King since
they took 1 and 4 away from them.

H. P. Jarvis and family are spending a
few days in Minneapolis and around the
lakes. Jarv's got a son now you know.

Mike Riley, of Milbank, spent a few
weeks in Hawkeye, Iowa. The boys around
Milbank were disappointed when Mike
didn't bring her back. They'd all been
planning on a big charivari party.

A Safety First meeting was held in the
city of Milbank August 13. There were 34
present in all. The talk was mainly wrecks
and proper train inspection by Mr. Flanigan.
The meeting was closed and a sug-
gestion was made that the assemblage go
in a body to the home of E. W. Phalen to
pay their due respects to the deceased.

Did you hear the one on Miss Sandager?
Well, on her way back from Calmar, Iowa,
she stopped off at Austin to eat a lunch,
forgetting all about the train. The first
thing she knew she saw the tail end going
by the eating house and what did she do
but run and catch it and hang onto the
grab iron to the next station. The vestibule
on the rear was closed so she could
not get in the car. We wonder who was
on the train that she should so insist on
going on that particular train.

J. E. A. says that Olde Tyme Picnic at
McGregor was GREAT. Were you ever
in Dubuque?

Section Foreman Fred Peterson, of Gran-
ite Falls, found the dead body of a woman
in a box a few blocks from Tower E-122.
He made tracks for the tower and got an
army together and went to investigate
further. Upon close observation (100 feet)
the bunch, including Operator Shay, decid-
ed it must be the body of some poor woman
who had been murdered. After a few
minutes of debate, one of the men went
over and examined the body and it was
discovered to be a fake mummy, evidently
lost by a passing carnival train. The
head is the head of a human but the rest
of the body is made of wood. Said mummy
is in the care of Agent Fauss of Granite
Falls and same can be seen free of charge.

Byron Tillbury, who has been employed
as clerk in Mr. Fisher's office at Monte-
video, has been transferred to the position
of clerk at Groton in place of Guy Bing-
ham who was drowned a few weeks ago.

R. E. Lindquist, formerly of Mizzoula,
Mont., has taken the place of D. K. Us-
truck in O'Neil and Sizer's office.

John Albrecht, returning from Indicator
west of Tower E-122 on his speeder, was
hit by a G. N. train. The train hit the car
and it seems John got his foot caught in a
tool kit he was carrying with him. Might
be laid up for couple of months.

It is reported that there are sharps at
the matching and crap games around Mil-
bank. You fellows laying over at that
point better take a tip and keep your money
covered.

"News from the Connecting Links" *Elizabeth Koelsch*

Our agent, C. F. Hotchkiss, of Dekalb,
has a new Hudson coach automobile. From
what we hear Mr. Hotchkiss is enjoying his
car immensely.

Jim Robertson, bill clerk at Dekalb, and
Mrs. Robertson, have returned from a va-
cation in Denver, Colorado. Jim says a few
years ago Uncle Sam gave him a vacation
in France and paid all his expenses, but he
is satisfied with America and the C. M. &
G. Three cheers for Jim!

R. E. Thoren, division accountant, and
his office force has been transferred to Sa-
vanna. We certainly were sorry to lose this
part of our family. Leona Heiland, sten-
ographer and clerk for the division ac-
countant, felt that the climate at Savanna
would not agree with her so she remained
at Joliet. Of course, we agree with Lee,
Savanna is quite a long drive for a Willys
Knight to make three or four times a week.

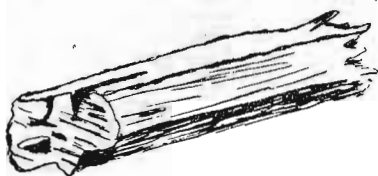
Dad Henecks, freighthouse man, has re-
turned from his vacation. Ever since, Dad
has been straightening things up and judg-
ing from the expression on Dad's face I be-
lieve he thinks we were careless about our
lawn and flower beds while he was gone.

Carroll Smith—Box Car Smitty—took his
vacation at his home in Erie, Illinois, with
his mother and sister. Carroll did not say
whose sister, but we hardly expected him
to incriminate himself.

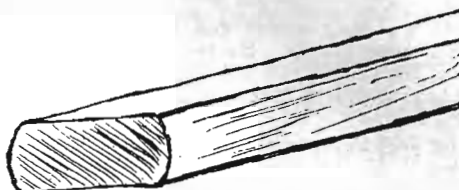
The trainmaster's office has been moved
from the station to the building that was
heretofore occupied by the division account-
tant.

Ed Bastian, chief clerk at Dekalb, and
Mrs. Bastian will journey to Hampton, Ia.,
to visit dad and the old swimmin' hole.
After they have had their vacation all
hands will be ready to tear into the work
for another year.

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TEXARKANA, TEXAS

Yes, you are right, we have neglected our roadmaster, Mr. Swanson, but he is such a busy man that we hardly get a chance to say good morning to him. Maybe when the yard at Joliet is in first class condition we will get a chance to talk to him for a few minutes at least.

Claude Adams has proved the fact that he can do something else beside railroadin', he had painted his car and it looked so nice that we though Claude had a new car.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division
Nora B. Decco

Fireman Andy Torggrimson is the proud father of a fine baby girl and her small sister says they are going to keep her and her name is Alice Margaret. Congratulations.

Mrs. L. L. Elliott, sons and daughter have returned from a visit with relatives at Herdsfield, North Dakota. Mr. Elliott is agent at Ringling, and is hard to get along with because his depot is all painted up with a nice new coat of paint—and ours isn't.

Brakeman Homer Hayes, who has been off duty for the past five months, is taking J. W. Lane's place on the board at Three Forks while Mr. Lane tries throwing switches for a few weeks. Mr. Hayes is greatly improved in health and we are all glad to see him back to work again after such a long illness. He is assigned to the latest bulletined passenger run. See photograph in bulletin book.

Bridge Foreman Owssowsky is visiting friends and relatives in South Dakota for a few weeks and Mr. Johnson is taking his place as foreman of the gang while he is away. Mr. Johnson is an old time foreman

so he knows how.

Well of all things, look who's here, Engineer John Williams and his nice wife. John has been all the way to Wales and back and says he is going again. After all the years in a dry land state he didn't know there was as much water on the whole earth as there was under and around that boat he went over in.

While alone in his house at Grace the last of August, Agent George Collins was approached by two strange men who demanded money and when he refused one of the men shot him in the neck and jaw injuring him very severely. He managed to get to the telegraph office when the men fled in the darkness, and called for help. The section men and Mr. Cronin from Donald went over on a speeder and the sheriff and doctors from Butte were hurried there as quickly as possible. Mr. Collins was rushed to the hospital in Butte and everything done for his comfort and while he was considered quite badly hurt and weak from loss of blood he is at this writing improving and expects to be out soon again. One of the men we understand was found and confessed he demanded money but stated the shooting was accidental which remains to be seen, of course. Mr. Gannon, operator at Lombard, and relief agent had his life re-insured and is now temporary agent at Grace.

Word has been received that the roof is loose on the board office and suggestion made that a sound-proof fire-proof building be assigned to those horrid railroad men where they can talk to one another—to the board man, call boys, etc., without, those not directly interested being compelled to listen to said conversation. I notice a sign up for the protection of the new lady stenographer so it must be some

one else who disapproves, but suppose they will by now have joined in on one or other side of the arguments, however there is nothing to worry about as the roof on this building is built like the houses in Japan—to withstand earthquakes.

Fireman and Mrs. Gosnell have departed for Whitewater, Wis., for a visit with relatives and expect to be gone some time. Fireman Whitehead from the Northern Montana is with us after a number of years on the branch and is assigned to Mr. Gosnell's run during his absence.

Conductor McHale and family, part of which consists of a pretty daughter, have returned from a visit with relatives and friends in Chicago and Milwaukee. They report a nice time and a lot of awful hot weather.

Another sad last word before we close is the death of Mrs. Walter Sectors, wife of Fireman Sectors at the Ballard hospital at Harlowton, September 4. Mrs. Sectors had been very ill for many months but still hope was held for her recovery and her death came as a shock to her many friends. As Miss Clea Gavin she was employed before her marriage to Mr. Sectors as telegraph operator on this division. The remains accompanied by Mr. and Mrs. Tom Lefever were taken to Miles City for burial where the B. of L. F. and E. and Ladies' Auxiliary took charge of the funeral. The little lady left behind her to mourn, her mother, father, a sister and her husband to whom we offer our deepest sympathy for one who was so generally known and loved.

C. V. Division News
N. E.

Another veteran answers the "Great Roll Call."

H. C. Kassabaum was born at Franklin, Wis., May 16, 1857, and died at Eau Claire, Wis., Aug. 22, 1923.

He had worked for the C. M. & St. P. Ry. in various capacities during the past forty-seven years. The last nine years of his life, he was roadmaster on the C. V. and Wabasha Division.

His death was very sudden and a sad shock to his many friends. He leaves to mourn him, his widow and ten children. Sympathy is extended to Mrs. Kassabaum and family.

Traveling Freight Agent W. E. Sinclair, accompanied by Mrs. Sinclair, spent a few days in Eau Claire and Chippewa Falls and visited the "Northern State Fair" at Chippewa. Mr. Sinclair and Agent Smith secured several cars of stock for La Crosse, while Mrs. Sinclair and Mrs. Ebersole took in all the sights. They report a "great time and they especially enjoyed the agricultural and fancy work display.



Agent Ebersole and Yard Foreman Donaldson, Eau Claire, Smoking the Pipe of Peace

Mr. and Mrs. J. C. Monarski visited in Chicago over labor day. "Jack," our cashier, came back alone, leaving Mrs. Monarski to enjoy a good visit with relatives and friends.

Chief Clerk George Benz motored to Winona, Rochester, Fairbault, Owatonna, and the Twin Cities. George has been making quite a few week end trips to Winona. Wonder what the attraction is?

Trainmaster Lieb is at Chippewa superintending the handling of the carnival train from that point.

Agent Ebersole, Archie Donaldson, yardmaster, and a few boon companions, are going duck hunting for a few days at Potato Lake, Wis. Here's hoping for a big feed. Yum! yum!

Spray of News from River Division M. M.

It just soaked through my cranium, after I had been skirmishing everywhere for the last few months for bits of news here and there, that folks don't like to read during the hot days of the summer months. Most summer reading is confined to the thermometer and hotel bills. After a heavy diet of hotel expenses folks like to read things about hate and chivalry where virtue triumphs in the end, if your vacation isn't up before you get that far.

D. M. Wheeler is back on the job after an enforced vacation. Welcome back, D. M., and hope that you won't need a vacation again for some time.

Miss Nell Hiddelston of the master mechanic's office, is enjoying her vacation spending a portion of it visiting her brother at Aberdeen.

Coal conservation meetings are now held regularly on the first Monday of every month. The last meeting was held at Minneapolis with the usual good attendance. Our traveling engineer, W. C. Blase, has been very active in this campaign and has contributed some very good ideas that can be put into effect in coal conservation. His attendance at these meetings is regular.

Some time ago the speckled trout were so vicious and biting so hard that Engineer Frits Marine of Menomonie went out to cast his lines in the waters around Menomonie which I understand are densely populated with trout. The trout were fine and I can vouch for that.

The Misses Hawkins and Johnson of the superintendent's office have been enjoying their vacations, the former in Northern Wisconsin and the latter spending some time in the Canadian Rockies.

Chief Carpenter John Ostrum (is it permissible to say) enjoyed a two weeks' vacation on account of illness. Of course my honest opinion is that J. O. wanted to see if the railroad would still continue to operate if he were not on the job. Funny, that it does but everyone missed "J. O." during his two weeks' absence.

The master mechanics held their staff meeting at Milwaukee in September. John Turney was in attendance at the meeting.

"Photograph Whist" is the name of the latest game in the homes of the employees at Wabasha. Empty the family album, deal the pictures, play, and the ugliest picture takes the trick. This game became popular with the appearance of the picture of the freight office force.

Gracious, I wondered what had happened to Fireman Frank Hudson, but now I know. Congratulations are being passed to him on the arrival of a son at his home.

Really if there are many more complimentary remarks made to Charlie Carlson I think he will be too vain for us ordinary folks to talk to. Just the other day a tourist made a particular effort to tell us that this was the best railroad that they had traveled on and especially mentioning the River Division and stated that the roadmaster is doing some fine work on this division. And do you believe it that Charlie immediately went and dolled up when he heard it. The pride of some people.

Conductor A. G. Loomis has been speaking about taking a trip to Washington. Well Mr. Loomis, you must start and plan early if you are going to take a trip. You know how long it takes some people to get ready.

Conductor Harry Painter and T. Meyers are spending a few days in the northern part of the state hunting. Here's wishing that they have good luck.

It was our privilege some time ago to have E. W. Young call at Wabasha. A ray of happiness surely emanates from Mr. Young's face and he spreads a feeling of good will wherever he goes. Automatically he secures the heartiest co-operation of everyone. We hope that Mr. Young will call again soon when he happens to be in this part of the country.

W. W. Dinnels has become greatly interested in canines. The other day we noticed a pretty brown puppy under Dinny's arm and the dog seemed to be just

as content as could be and as much as you would coax the dog wouldn't leave his master. See where Dinny will have some good company for hunting.

The veterans are holding their annual meeting at Milwaukee this month and some of our veterans are planning on attending.

Engineer Jerry McGraw just had his vacation in time and he is planning on attending as also Emil Brown from Menomonie.

Illinois Division Mabel Johnson

Conductor R. L. Piper and family have returned from their vacation spent at Detroit, Mich. R. L. witnessed the motor races on Belle Island.

Brakeman F. Schneck and A. Gradt are again on duty after spending their vacation along the Great Lakes. They report fishing as fine and enjoyed their trip very much.

Miss Lola Lynn, superintendent's office, spent her vacation visiting relatives in Washington and Virginia. Lola says she is the next on the list (?)—guess she found him on her vacation!

Chief Clerk J. T. Hanson of Savanna, was in Chicago for ten days where he relieved Chief Clerk G. W. Miller in the general superintendent's office.

Miss Lee Corsiglia is the new comptometer operator in the superintendent's office.

Andy Dutton, now trainmaster at Marion, Iowa, is so busy he has to "read enroute" and "dictate on line."

Miss Yvonne Losey, dispatcher's office, and Iona George, D. M. M. office, have returned from a trip to Niagara Falls—and the tales they have to tell!!!

Announcement was made of the marriage of Marian Lloyd to Chief Timekeeper Joe Cassell which took place Nov. 11, 1922. Congratulations are extended.

Miss Doris Calehan, superintendent's office, is spending her vacation at Tacoma, Wash. We won't be a bit surprised to see a "sparkler" when she gets back.

The C. M. & G. division accountant's office has been transferred from Joliet, Ill., to the superintendent's office at Savanna, Ill. The force consists of R. E. Thoren, division accountant, Eugenie Thoren, enginemen's timekeeper and Anthony Novak, clerk. Needless to say we are very glad to have them with us—but Tony, why all the special deliveries?

The S. O. S. club entertained at a linen shower for Miss Mabel Johnson, a bride to be, at the home of Mrs. Anna Bahne, enginemen's timekeeper. The evening was pleasantly spent with games and music after which a delicious luncheon was served. Miss Johnson was the recipient of many beautiful gifts.

Miss Eunice Stevens returned from her vacation which was spent in Chicago.

It has been noticed that Jim Tigerman deems it necessary to spend a good deal of his time in Kansas City. Yes and he gets a letter most every day.

On June 21 Rudolph Hoffman, car clerk in the freight department and Miss Cecelia Vandervate, of Galena, Ill., were quietly married at the home of the groom's brother-in-law, Clarence Bowers. In fact, so quietly that all the co-workers of the groom saw, was the minister entering the home and the next half hour's proceedings had to be pictured to themselves. The freight employees, along with their best wishes, presented the young couple with a pretty silver tea set.

The freight department has been undergoing some changes lately, clerks and desks being moved around so that some of the clerks, almost decided they were in the wrong office. Chas. Plattenberger has moved to the chief carpenter's office; Kenneth Truninger is now transit clerk; Nell Nolan, O. S. & D. clerk; Parker Pierce is the new abstract clerk.

We agree Rudolph should have been arrested for speeding when he tried to knock an auto out of his way and consequently ruined a perfectly good "bike." He took a flying leak through the air, and the bike—well, what was, isn't.

Notes from the Local Office and the Docks, Tacoma

R. R. T.

About the tenth of August Mrs. McKay, of the switching desk, had sufficiently recovered from her illness to pay a welcome visit to the local office, but unfortunately this was but a brief period of recuperation, for a few days later she underwent a serious operation. She is getting along very satisfactorily since then and our force is looking for her early return to this office.

Al Goldsborough, alias "Alkali Ike," went on a vacation August 6, but he never got farther away from home than the wilds of Seattle, as he had to put in most of his time entertaining visitors from the east. Roy Kidd served on the revising desk in the meanwhile and Keith Williams acted as chief bill clerk.

Ray Powells went on a vacation August 19. Ralph Bement, the live-wire assistant agent, attended to part of Ray's duties and Tom Dolle, assistant accountant in the Oriental department, wrote the pay checks in the meanwhile. As to Ray's doings while away we cannot give any details as yet, as we have not seen him since his return.

Miss Gwendolen Guslander, our good looking assistant bill clerk, was on a vacation about the same time and did a good deal of driving about in her limousine or whatever you call that kind of flivver. In the meanwhile Fay Clover, being an old-time expert bill clerk, did a lot of billing.

Mrs. Christiansen, who has been on leave of absence, returned to work in this office August 24 and is just now handling O. S. and D. work.

Billy Alleman, always smiling and good natured, is now chief delivery clerk in the warehouse and knows how to handle the truck drivers diplomatically. Kenneth Alleman is checking at the yard and finds some time evenings to attend to his society engagements which are numerous. Joe Baughn went back on the industry checker's job and is covering the water front as efficiently as always.

Andy Norwood, of the yard office, is off on a vacation trip to good old Iowa and expects to gain considerable weight while living on the fat of the land back there.

Howard Baldwin, good humored and efficient member of the warehouse office force, celebrated his 66th birthday on August 28, hale and hearty, we are pleased to say while extending our congratulations at this late date. Tubby Gleb made the speech in presenting Mr. Baldwin with a tasteful bouquet on behalf of the warehouse force. We join in wishing many happy returns of the day.

Jack McKay, always intent upon the happiness of the younger generation, realized that it would add to Tubby Gleb's happiness to see the circus and therefore took Tubby to Ringling Brothers' show on

their recent visit here. We regret to say that Tubby very ungratefully returned the favor by pouring considerable water over Jack several days later, but as a few days later again a pail of water was mysteriously upset on Tubby from the top of a box car. We infer that honors are about even for the time being.

Mr. Rusch's force upstairs in this building having at last persuaded the management to furnish them more heat, a good part of our office force has lately been working under difficulties, dodging falling plaster, four-inch pipes, monkey-wrenches and planks while the steam-fitters were putting in more radiators upstairs, all the piping being overhead in our office. John Dubois, of the warehouse force, we understand, will be in charge of the boiler next winter and we hope he will do as well as Tubby—or better.

Jim Hennessey, the general foreman at our docks, has gone back on us, having accepted an offer as joint general foreman at Pier Six, Seattle, for our line and the McCormick Steamship Company. Mr. Hennessey is one of the oldest employees in point of service with this line at Tacoma and by his unfailing courtesy, kindness and efficiency has made hosts of friends here. All the men who have ever worked under him and all of his associates and superiors here regret very much to see him go, but wish him and Mrs. Hennessey the best of good fortune at their new home. Fortunately Messrs. "Scotty" (W. J.) Kear and Noah Waldron, the best assistant foremen any dock could wish to have, are still with us to help Mr. Alleman and Mr. Hennessey's successor run the docks.

Council Bluffs News

Ada Olsen

Everybody at this point seems to be still vacationing.

M. P. Schmidt, general car foreman, just returned from an extended trip to Rockwell City, Cedar Rapids, Perry and other points. He has also been in Chicago for a few days.

W. G. Hamilton, roundhouse foreman, and family took an overland trip to Missouri. He has gained several pounds so he must have had plenty to eat. He reports good roads and a wonderful time.

Cleo Atwater, stenographer at the freight house, has been granted a leave of absence of thirty days. The last heard from Cleo she was in Kansas City having a good time. Miss Iva Sweeney is taking her place.

Yours truly got back safe and sound from a two weeks' sojourn in "Misery." Feel lots better after getting away from the office for a while, but don't understand how the railroad could run without me.

We are installing a new hot water heating plant and wash out system. Mr. Callahan's gang from Milwaukee are here and they expect it to be in operation in a short time. This will greatly facilitate the work at this point.

Talk about the "old" people getting frivolous. Ask J. J. Turly and R. P. Settles, machinists, about the girls Machinist Helper Luce was going to get for them. I think Luce got the girls all right, but Turly and Settles got cold feet. At any rate they say they couldn't seem to get together on the proposition. Too bad, better luck next time.

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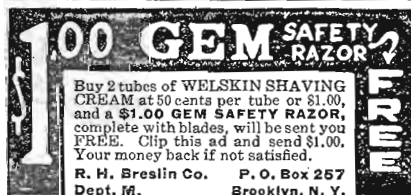
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Hugh McLean, welder, is moving his family from Cedar Rapids to Council Bluffs. Mr. McLean has been working here for some little time but has just now sold his home in Cedar Rapids and located here.

Ira Mayo, boilermaker helper, had the misfortune to get his hand hurt in some way and has been off for several days.

Martin Rooney, stationary engineer, is back on the job after about ten days off on account of sickness.

Heard Above the Air-Hammer's Rat-a-Tat Tat at Bedford Shops

If it wasn't for the fact that we are a natural born, good natured cuss, and can't help it we wouldn't write a darn thing this time. Actually, we haven't seen one of our Magazines since the day before Maggie's hired girl ran away with that bow-legged dago and to put it mildly, we're plum peeved and we're not the only one here at Bedford, by any means.

Hostler-helper, Cecil Edwards and Painter Ralph Mikels report that they now have alarm clocks that don't have to be wound. Yep, both boys.

Oh boy, yeotto see Kenny Daniels in that baby-blue Paige. But you needn't crowd girls, there's plenty of room—she's a seven passenger. Ken aint one of these stingy birds, you know, that buys one of these little wagons, just big enough to hold the driver and one passenger.

And speaking of gasoline buggies, Boilermaker Helper Jimmy Sellars has bought him one of those little cars that grow wild up in the wilds of Michigan. Result—John D.'s income has increased about five bucks per week.

Just noticed that there's a new girl in General Foreman French's office. We haven't been able to learn her name as yet but we'd be willing to bet our this summer's straw hat against a couple of buckets of coal that some one of these young machinists have learned it before now.

After standing and watching Boley crank his "Liz" for a full five minutes, after a rain the other afternoon, and without results, Shorty Ethridge stepped up and tapping Boley on the shoulder, innocently inquired: "How far will it run, Boley, after you get it wound up?"

Floyd Ewing says if it just wasn't for the fact that he dislikes the idea of talking about himself, he'd tell the whole big, fat world that the best billiard player in Bedford works in the C. M. & St. P. shops.

Our idea of the long and short of it—Dick Boston and Clyde Daniels.

We welcome Dick Blake, former steam-pipe man here, back as a machinist.

Just a few things we would like to know:

Where does Ralph Hunt?
What does Johnnie Cook?
Who did Clark Peck?
What Harry Hughes?
Where does Ralph Fish?
Who did Roy Gore?

A lady called up the other day and asked the clerk if he would please call Joe Zunkle (read the name swiftly) to the telephone. "Sure," replied Harry, "but you'll have to tell me what Joe's uncle's name is, you know."

We're not lagging in sports, at that. Ope Henderson, tinner apprentice won the motorcycle race at the local speedway, Saturday, September 8, and Ralph Richards, former tinner apprentice won second place.

The two latest arrivals at the Pearly Gates had been properly clothed and as-

signed quarters and were taken out on an inspection trip. St. Peter himself was acting as their guide.

"Let's go over and take a look at your stone quarries," said L. A. number one.

"Haven't got any," answered Peter.

"Well, let's go look at your speedway then," said L. A. number two.

"Haven't got any," Peter again made answer.

"Well, let's go gather some persimmons," said L. A. number one.

"Yes, but we have no persimmons," caroled Peter.

"Well, how about a couple of paw paws then?" queried L. A. number two.

"Paw paws? What's them?" asked Peter very ungrammatically. "Never heard tell of such things before."

"Say," demanded L. A. number one, "haven't you got any of the things we've been asking about up here?"

"No-o," was Peter's somewhat-shamed reply.

Turning to his companion L. A. number one said: "Hell, Bill, let's go back to Bedford. Why I'll bet these birds up here don't even know the C. M. & St. P. has bought out the old Southeastern Line."

Minneapolis Shop Happenings

James Nellins

Superintendent of motive power, R. W. Anderson, was a business caller at the shops on August 17. After transacting business with Shop Superintendent G. Lamberg and Master Mechanic John Turney, he left for the west.

The picture of the office force of the Terre Haute motive power department shows a most attractive lot, not only the great physical development of the men but of the supreme and transcendent beauty of the women, and we would say they stood second best on the system.

It is with great regret that we mention the severe injury sustained by the wife of Blacksmith Oscar Christianson. Mrs. Christianson was severely burned due to some varnish she was about to use, catching fire, spreading to her clothing and before it could be put out she was badly burned about the body. Mr. Christianson has many friends here and all hope that his wife may speedily and fully recover.

After a couple of months of sluggishness due to extremely hot weather, the shop ball teams again got in the harness and started the games on August 24, the game being between the stores and boilermakers, the latter team being considerably downcast on account of injury sustained by their crack pitcher Dustin, the injury compelling him to quit the field. However the boilermakers took the game by a score of 5 to 4.

The September issue of the Magazine shows that hot weather was general at all points, as well as at Minneapolis, but it is different now, for chilly weather is on tap now and coats are much in evidence. The city mayor has issued his proclamation that any appearing on the streets with a straw hat took the law in his own hands.

The base ball season as far as the shop nines are concerned, is drawing to a close and the sport has been a little punky this season, there not being much material to form many clubs. We do not believe in knocking the work of the genuine sports and will show some of the good points of the players as follows:

Hopkins—Boilermakers.
He fielded his position.
With no neatness or decision,

He could only catch a grounder with a tank.

He sputtered hither and thither,
Speed—why the green grass failed to wither

And he couldn't hit a fast one with a plank.

Lorat—Machinists.

He failed on the merry bingles
For either doubles or for singles

The way he fanned, the fans will not forget;

He chased a flock of screechers,
Clear away out of the bleachers

And he couldn't catch a grounder with a net.

Ellis—Stores.

He couldn't nab 'em, or shag 'em,
He couldn't block 'em off or tag 'em,

He was like a big mud turtle on his feet;
He couldn't make the heat waves ripple,
When he fanned at a triple,

And he couldn't throw the ball across the street.

Nellins—Umpire.

He was crippled and rheumatic,
Wheezy voiced and quite sciatic,

He was tongue-tied, hard of hearing and stone blind.

And aside from those small troubles,
Folks were sure he saw in doubles,

And some believed he wore his eyes behind.

But then, the winning side thought he was all right.

La Crosse Division

C. W. Velsor

The dedication of the new Masonic temple at Sparta on September 12 by General Agent L. C. Boyle, of the Viroqua Line, proved to be one of the most important events in fraternal circles in the past year. Many railroad men from this section of the state were present.

General Yardmaster Nick Weber, of the La Crosse Terminal, and wife have sojourned to the golden west for a month's vacation. We suppose that the west end train crews who are held out at Grand Crossing during Nick's absence will charge the final terminal delay on their 78 reports, account "Brains of La Crosse Terminal gone." We trust that Nick will bring back a little toddy, which he tells us they still have in Vancouver.

Mrs. Ray Long, wife of Conductor Long, is spending a few weeks visiting in Seattle. Ray says that it is getting tiresome sticking around home alone and he will leave for Seattle as soon as the Washington hunting season opens. Former Chief Dispatcher Jack Blossingham, who is now trainmaster on the River Division, will accompany Ray on his hunting trip.

If you were at the Columbia County fair at Portage you surely heard side wire Operator Manske holler "GO" when the trotters and pacers were all warmed up to step the mile in 2:12 and $\frac{1}{4}$. Oscar is the superintendent of speed.

Wisconsin was again singularly honored when the Minnesota regiments of field artillery were sent to Camp Douglas for a two weeks' training in charge of Colonel Leach, mayor of Minneapolis and former commander of the famous 151st Rainbow Division during the late war. Major Hor-

ton piloted their special trains over the division to La Crosse.

It is our sad duty to mention the death of Engineer John J. Meyers who died on August 18 at his home in La Crosse.

Our agent, Morg Evans, of Bangor, paid his respects to the boys at Sparta the other day, giving them a call talking over business matters.

Passenger Brakeman Walter Renzel will step off soon. We think the only thing holding him this long was the fact that his transportation has been delayed. Cigars are always plentiful on the La Crosse Division.

Engineer Pat Mulcahy, who recently had his hand hurt, is reported progressing as well as can be expected in the Washington boulevard hospital at Chicago.

City Passenger Agent Joe Rossback and wife and H. C. Acken and wife, A. T. A., of the La Crosse office, are with the American Association Tickets Agents enroute to their convention at Portland, Ore. Their special trains of which Mr. Rossback is in charge will stop at Yellowstone, Glacier and Ranier National Parks for a few days.

Mr. and Mrs. Jack Kathermann, passenger brakeman, have returned from a visit at Wausau where Jack said he has met some more of his new relatives. Jack says that he is going to keep on the right side of his father-in-law and the rest of the family so that he can quit railroading some day and live on the farm in the life of ease, and become a son of rest.

Miss Lucille Terney, stenographer in the superintendent's office, and Mr. Knipple, prominent jeweler of Portage, are to be married on October 8. Miss Terney is the daughter of Engineer T. J. Terney.

Roadmaster John Kelley still finds it necessary to look after the track at Sparta. John says that this section needs his personal supervision and the work best be done when the claim agent and others are not around to bother him.

Mike Laden is again on the job at Viroqua freight office being chief clerk for Mr. Boyle.

Coast Division Superintendent's Office

Mutt and Jeff

Owing to illness Miss Margaret Olson, in superintendent's office, has taken a three months' leave of absence. Miss Gladys Howland, formerly employed by the Northern Pacific, has taken her place.

Mr. and Mrs. A. E. Long have returned from a ten days' business and pleasure trip to Chicago and Milwaukee. "Archie" was called in to O. P. Barry's office, Chicago.

Several of the force have been "vacating" during the past month—Mr. and Mrs. Mason going to the ocean and Vancouver; Miss Ann Johnson and mother to Union City on Hood's Canal; Miss Florence Larson and Millie Anderson to Shelton; Mr. McMahon and family to the ocean and later to Deer Lodge; Mrs. Carrotte to Eld Inlet near Olympia, and Mr. Negley and wife to Pt. Angeles.

C. H. Bamberger, formerly employed in superintendent's office, but of late shop accountant, Dubuque shops, is back with us working up data on comparative cost of steam and electric operation. Mr. Bamberger is glad to be on the coast again and we are pleased to have him with us again.

Miss Daisy Webb has taken an indefinite leave account of sickness. She is now in St. Joseph's hospital and we are glad to report is improving. Her father, F. M.

Webb, of Deer Lodge, recently spent several days in the city with her.

Miss Alice Furro is enjoying a month's eastern trip, visiting relatives in Michigan and Wisconsin.



Kansas City Terminals
S. M. C.

Jim Talbott says if Fred Studt had any more grapes he and Bill Johnson would buy them. They sure must be mighty fond of grape joll.

Since Bus was getting all the girls with his Hup, George went forth a gallant knight and purchased himself a 1923 Ford roadster. Does Helen like roadsters, I'll say she does.

Yes, we have no Sue Conwell today. We are all very sorry to have her resign and we will all miss her but suppose Paul missed her too while she was here.

Paul Draver and Harry Studt sure look it—just back from their vacation in Colorado. They say the weather is responsible.

If anyone wants any information about bootlegging just ask Helen. She can give you pointers on just how it should be done.

Cincinnati will sure wake up when Harold and Buss get there with their gang—some speedsters.

The roundhouse foreman is just getting settled in the new office. On occasions like this, isn't a house warming in order?

Mr. Harris is lamenting the fact that swimming season is past. Cheer up George, just remember that the dancing season is almost here.

On the 12th of every month something has to be sent in if the Kansas City Terminal is to be among those present. I hope everyone will get busy and let me hear something else besides, "Well, let me see." "I can't think of a thing this month but next month I'll sure send in some items."

Sioux City and Dakota Division

H. B. Olsen

A man who has to be told everything twice is a hotbox on the axle of progress.

Various celebrations were staged on labor day. At Sioux Falls the railroad employes joined hands in a mammoth picnic at McKenan park and of course, the "rails" won the ball game in a score of 14 to 6 which was played with the Trades and Labor Assembly.

If you please, sir, a young man is stopping permanently at the home of Passenger Brakeman Bruce M. Talcott, Sioux City, having arrived August 21. Of course it's needless to state that Bruce has had to purchase a new uniform cap since the arrival of the future heir at his residence.

The ranks of the old veterans have

again become depleted. Nels Olson, section foreman at Sioux Falls, who has served the company for thirty-six years, through an accident with his motor hand car and switch engine which caused his death. "Nels" (as he was best known to all) cared for his section in a manner which one would think belonged to him personally, every foot of track was at all times kept in excellent condition. We extend sincere condolence to his family left to mourn their loss. "Nels" died on September 7.

Herb Hull is patiently awaiting for the next poultry show. He has some fine birds to exhibit and always draws a blue ribbon or two.

Our efficient messenger, John D. Russell, reached his sixty-fifth milepost the other day, and with forty-three years of continuous service at Sioux Falls is still as spry as a forty-five.

Pictures do tell stories, if you don't believe it, you ought to see the real cartoons Chief Clerk Glen H. Rowley sent ye scribe recently in response to a communication.

Upon explaining her absence for a week Mrs. Christine Larson, stenographer, Sioux Falls, said:

Well, I went to see a doctor,

And he took a look at me,

Poked his finger down my collar and said,

They must come out you see.

Folks who'd had them out before me said it Wouldn't hurt a bit,

And I took their word for gospel—

When 'twas only meant for wit.

Now prepare for what's coming,

Make you weep just to recite—

Though I've lost my pesky tonsils

I retain my appetite.

So I'm sitting here repining

For the sweet day bye and bye,

When it won't hurt me to swallow

A nice thick piece of juicy pie.

Miss Olga Lindbloom and Miss Petry who spent their last two weeks in the Glacier National Park, report the time of their "young" lives and Olga climbed so high she saw Canada. We wonder just what brand of drinks are served there?

E. E. Kulon and Miss Verna White of the car accountant's office, were in Meckling, S. D., on September 1, where they attended the wedding of their friend, George Wahlstadt of Oak Park, Chicago, to Miss Mabel Ester Edgerton of Meckling. Mr. Kulon acted as best man.

Over five thousand people fully inspected the big electric motor No. 10253 which was on exhibition at Sioux Falls this week.

Engineer "Bill" Hopkinson and wife who visited the Black Hills of South Dakota, says words cannot express the grandeur and beauty of which he terms the "American Alps."

Conductor Chas. Alexander loaded with the usual hunters' equipment, has proceeded "north" that he may intercede any ducks coming his way—he WILL get 'em.

Switchman I. E. Kingsley, Sioux City, was married on September 1. We have been unable to secure further data on this adventure but here's congratulations Irven.

The Safety First meetings on this division are certainly gaining in general attendance and enthusiasm. There seems to be some rivalry between Sioux Falls and Yankton as to attendance, and as it now stands, the score is about 50-50. It certainly indicates that the spirit of the Safe-

ty First spirit on this division is not being relaxed in the least, and our meetings continue to be looked forward to by everyone, and considerable important matters have been brought up and corrected through this important and effective medium.

Agent Wood, at Freeman, was more than rushed the first of the month when about two thousand Mennonites were in conference there. Delegates were present from all parts of the United States.

C. T. Mullen, timekeeper, attended a meeting of all timekeepers in Minneapolis on August 16 for the purpose of receiving instructions as to the new method of keeping passenger trainmen's time. New time sheets have been provided for this particular work and it is found they facilitate the work a great deal, but with regards to the payment of the men also in connection with the "Hours of Service Report" as required by the Interstate Commerce Commission. The meeting was instructive and accomplished desired results.

Conductor C. R. Moran just recently requested passes for New York. Chester claims that he has a new package of razor blades and is NOT going to return until he has used them all. He also states he will see the Dempsey-Firpo battle.

Miss Lola Beverly of the M. M. office has returned from a trip to the Pacific Northwest and maintains that the service on our famous coast lines is the best in the world.

Noticed—Baby clothes hanging on the clothes line at Foreman George Cock's home. Ah! Ah! Number 3 appears upon the scene and is named "Bob."

Our timekeeper, C. P. Downing, has left for Southern California where he will visit mother and dad and see the "Golden West" during his well earned vacation period. He has been cautioned about taking in Hollywood or the Universal City—those "Vamps and Shebas" might be his undoing."

On train No. 35, August 29, Engineer Charlie Tythcott, after endeavoring to repair the head-light dynamo, without success enroute, put a lantern on the head end of his engine and proceeded with his train on schedule time. Charlie deserves special commendation for his act of thoughtfulness and personal interest in taking his train to destination without delay.

We never pick up the Milwaukee Employes' Magazine without marveling at the ability of the editor to publish a monthly that is as full of interest as any national magazine we know of. This magazine has so much interest that its monthly visit is looked forward to and is most welcome.

The next Safety First meeting will be at Sioux Falls in October. Come early and secure a good seat. It will be a record breaker.

Ethel says, To wed or not to wed, that is the question.

Whether 'tis better, after all to marry And be cajoled and bullied by a husband, Or return to the old position, And slave, alas! for someone else's husband?

To love—to wed—and by wedding end The struggles and a thousand petty cares That "slaves" are heir to—'tis a race vocation

Devoutly to be wished for! To Love — to wed—

To Wed— perchance divorce!, Aye, there's the rub! and

There's the sorry thought—

"Twin City Terminals" "Molly O"

Jay Behnke chief check clerk in baggage department is planning on his vacation trip to New Ulm as he has heard that the grey squirrels are plentiful this year, and he is the only one who has the right system for catching them. Good luck, Jasper!

Ronald Orr has worn out two pairs of shoes looking for a house the last week or so, and from latest reports he has finally found a love nest, but he says, "Never again."

Frank Detunco has his new "grinders" and says he is now off a liquid diet (bar none) for life.

The Ford four door sedan given away by the B. of R. C. at their picnic at Big Lake, July 15, was won by W. Kelly, baggageman from Mason City, Iowa.

Miss Ethel McNeill, steno in the baggage office is on a month's leave visiting all the big cities of the north, such as, Duluth, Bemidji and Brainerd. Mrs. William Fessler nee Miss Hazel Kaufman, formerly in the baggage office, is filling the position during Miss O'Neill's absence. Hazel is as smiling and pleasant as of old, and is a great favorite around the office.

George Cornish is at Buffalo, Minn. on a vacation, and we are all getting ready for fish diet when he returns.

Messrs. Golden and Blyler attended the Elk's convention at Hibbing, Minn. From all reports a good time was had by all present.

Paul Zadach recently motored to Hokah. Reports corn crop in good condition.

E. G. Ambli and family spent the week end at Montevideo visiting friends and relatives.

Charley Kendrick is about to ditch his straw hat as the season is nearly over.

Seattle, Heart of "The Charmed Land"

Here we are once more with a few items from the Gateway to Alaska and the Orient.

Our only excuse for having missed the Magazine for so long is that we have been too busy handling the Milwaukee's ever-increasing volume of business.

Our third train of silk from the Orient this month departed the 12th.

This makes a total of 31 cars valued at approximately \$10,000,000 since Sept. 1st.

Miss Ann Kerwin is again on the job after spending her two weeks' vacation at Mt. Ranier and Seaside, Oregon.

Earl Connelly has accepted the position of import clerk at Pier 6.

Dan Rudge, formerly in Mr. Nicholson's office, is a new member of the bill room. Don't let them vamp you, Rudge.

Miss Ellen Sjogren is leaving next week for a short vacation trip to California.

Ellen says it is nothing serious as "he" lives in Washington.

Mrs. Carpenter, of the cashier's office, is vacationing in Alaska.

The many friends of Mary McGuire formerly stenographer to our local agent, but now a resident of Tokio, Japan, will be glad to hear that she is safe after the quake.

Sam Lomax, our genial blacksmith, and his wife are taking a 30 day vacation and expect to visit in Wisconsin, Illinois, Kansas and Arkansas before returning.

Chas. Fife, of the warehouse, was taken seriously ill while in Montreal, Can., on

business, and his wife has left for that point to be with him.

The local freight office was given quite a surprise last Friday when our friend, E. J. Doyle, perishable freight inspector, from Spokane, took unto himself a wife. Congratulations and best wishes from Seattle, Mr. Doyle.

Clifford Cox, of the warehouse, has just returned from an inspection trip over the Bellingham Barge Line.

Bring in the news!

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

Roy Parker has a Ford now. The Fords are O. K. Roy, but remember you can't climb lamp posts with 'em.

F. E. Brunner, train dispatcher, is looking for a good auto mechanic. He has a car but he says he has never been able to get it started.

The following men passed physical and educational examination for promotion as locomotive firemen on the I. & M. Division: David L. Tallmadge, Roy Harrington, Geo. Carlson and Roy Asplund.

Russell Risberg is spending his vacation at the lake. It's pretty cold out there but the lake is not the only attraction.

Please send in some items some of you folks. What's the matter with you?

P. J. Burns is a busy old Irishman traveling in the east, getting in walks and putting in sewer. What's the matter with you, Harry, why don't you help him?

August Johnson and family spent a few days in Paynsville. They were met at the depot with a horse and buggy and the Paynsville Brass Band. This is true because the writer was on the same Soo train 109.

Operator L. H. Graw spent his vacation in Wisconsin. He says that's the best fishing place in the country.

L. H. Grau, first trick operator Austin, says he has never had his name in The Magazine, so we will put him right on top this time. L. H. returned August 3rd from a two weeks' vacation at Bay Lake Minn. He says that's the best place in Minnesota to spend your vacation.

Operator J. L. Ahern is spending his vacation visiting relatives in Wisconsin.

Dispatcher F. E. Brunner is looking for a good automobile mechanic. The last successful trip he made with it was the day it was demonstrated. You will have to ask Fred what he called it.

Agent Beaudette at Mendota has a nice way of getting work done in a hurry at his station, all he has to do is poke up the hornets' nest and hand the boys their clearance.

Brakeman A. J. Mattice just brought his little girl home from the hospital where she was operated upon for a ruptured appendix. She is improving rapidly.

Chicago Terminals Guy E. Sampson

So much has been said around the terminals about Engineer Martwick's great ball team and the wonderful work they could do that it might be well to advise our readers that Mr. Lawler of the Western Avenue round house force thought it about time that he pick up a team of enginemen and switchmen from the Chicago Terminals and show this team what talent was hidden here. Mr. Martwick chose the Sunday following labor day, and Mr. Lawler asked all ball players who were employees and were not working the

fore noon of said day to report at Western Avenue round house before 10 a. m. city time. And were they there, we'll say they were,—about 20 of them, and it was a good thing for the fans that they were, for the wonderful (?) Martwick team got cold feet the day before and wanted to cancel the game. At 10 a. m. the boys made up two teams of employees and started a real game. About 10:50 Martwick with a few of his team arrived on the scene just to look us over. They gave a little exhibition playing on the side lines and the Lawler boys all voiced their disappointment because of the failure of this team to show up in time to play the game. Some of the fans suggested that if the C. M. & St. P. Ry. wants to put on a winning team next year that they look over the mechanical department and then strengthen it up with one or two switchmen. The score of the pick up teams stood 5 to 6 at the end. Herman Schroeder whose steady hand drives a switch engine all through the week tossed the pill for one side, and Fireman Boldebock "slammed 'em over" for the opposing team. Without a doubt the score was more even than it would have been if the scheduled game had been played.

Engine Dispatcher Geo. Longman, of Western Avenue, appointed himself a committee of one to act as a judge of the "bathing girls" at the municipal pier. Geo. reports that it was a great show but he was unable to work for a couple of days afterwards and then appeared with colored glasses account of strained eyes.

Engineer Wm. Brecklin and wife are rejoicing over the arrival of a son at their home.

Switchman Clark Gruner and Miss Winnie Sprangel were quietly married at Bensenville this month and will take an extended western trip. Congratulations.

Yard Master Wm. J. Walthers and wife took some trip this month to the western coast. Reports having had a wonderful trip.

Business is booming
Every body on the jump
To see box cars sailing
Just come watch "The Hump."
—M. Anje.

Business is booming
If you want a fast ride
Just follow me around
On the "Galewood Slide."
—McGee.

Business is booming
Some nights I'm 'bout dead
From overseeing laborers
At roundhouse and shed.
—Chas. Mack.

Business is booming
Yet we're yelling for more
We can ride on the "Dolly"
When our feet get too sore.
—Johnson & O'Keefe.

Business is booming
Relief crews too few
I've worked here for four
And only get two.
—Joe Jelly.

Business is booming
I'm tired, leave me alone
If it wasn't for my auto
I would never get home.
—Pat Hayes.

Yes business is booming
And they say there's lot more
A rapping and rapping
Just outside the door.
So send us your stock

United States

Canada

"CONTINENTAL"

on your Policy means
Guaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company

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BEDFORD BUILDING CHICAGO, ILLINOIS

Flannery Specialties

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

x

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FLANNERY BOLT COMPANY

Vanadium Building PITTSBURGH, PENNA.

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

122 South Michigan Ave.

CHICAGO

STANDARD "D" COUPLER



Applied to all new cars for interchange after June 1, 1920. This coupler has 6" x 8" shank, no gibbs at butt end, and no rivet holes; but has key slot reinforced on inside for continuous key bearing for 6" x 1 1/2" key.

THE BUCKEYE STEEL CASTINGS CO.
COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

Lukens
Locomotive
Firebox
and Boiler
Steel



Champion
Structural
and
Boiler
Rivets

Tyler Lapweld Steel and Charcoal Iron
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Rome Staybolt and Engine Iron
Black-Galvanized and Alloy Coated Sheets
Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work

A. M. CASTLE & CO.
CHICAGO, ILL. SEATTLE, WASH.

Men LIKE to Apply BOSS Lock Nuts



Piece Workers
and Piece Work
Inspectors prefer
Boss Lock Nuts
because they're
so easy to apply
quickly and right.

Both sides are alike. Turn the "BOSS" up with the fingers, clinch its hold with one turn of the wrench, and it's on right to stay tight.

"Write it
Right"—
BOSS
Lock Nuts



American Bolt
Corporation

BOSS NUT DIVISION CHICAGO, U. S. A.

Your fruit and your grain
We guarantee 100 per cent service
In delivering the same.

—All Chi Term. Employees.

Switchman Mattison says he is keeping batch while the family are visiting up in Wisconsin. Wonder if that is why he went working nights so he could wake up when the children in the street came home from school and began playing ball against the side of his house.

Mrs. Horn and children, family of Switchtender Ed Horn spent a month visiting her parents and friends at Mauston, Wisconsin.

Jos. Bodenberger has returned from a fine trip through the east.

Scotty McCartney sure likes cantaloupe, even well enough to carry 100 pounds iron two miles for a few cantaloupes. You can't fool Scotty.

Iowa Division (East and Calmar Line)
J. T. Raymond

Mr. and Mrs. J. L. Franz and son James of Chicago visited over Sunday and labor day with Marion relatives and friends.

Lineman James Tobin is taking a vacation and accompanied by his wife is visiting relatives in Wisconsin. Carl Anderson is acting as relief lineman.

Mac Stewart, veteran telegrapher of Oxford Junction who has been off duty for some time owing to cataracts, submitted to an operation on the right eye the latter part of August in Chicago which was very successful in restoring its sight, which will be good news to Mac's many friends. He expects to have the other eye operated on at some future date.

Agent M. B. Leonard and Mr. Stroff of Paralta discovered a badly broken rail just west of the tower on the westbound track Sept. 4, and flagged a westward train in time to prevent a possible accident. It was a commendable piece of work.

Mr. and Mrs. H. C. Van Wormer were absent a week visiting their farm in Minnesota on matter of business.

Operator R. L. Merrill has been off duty for several weeks. Operator Lacock worked third at Indian Creek in Mr. Merrill's place.

Brakeman Wilbur Cooper while switching on No. 97, August 29, at Oxford Junction had his right foot badly injured and was put on No. 19 and sent to St. Luke's hospital Cedar Rapids for treatment.

Miss Alice Mc Guire has returned from her extended vacation in the west and has resumed work in the B. & B. department office at Marion.

Mr. and Mrs. George B. Woodcox left Marion Sept. 11 for a couple weeks visit with Mr. Woodcox's sister in Ogden, Utah.

Mr. and Mrs. Claude Brown and their son Maurice and Mrs. Grace Brown of Lewistown, Montana, visited relatives in Marion for a short period during September.

Conductor Charles Fullerton, wife and daughter Betty Jean of Alberton, Montana visited his mother and sister at Marion for several days.

Dispatcher R. L. Leamon spent most of his vacation in Marion with the exception of a brief trip to Kansas City.

Veteran Wilson Certain of Marion has been laying off account of illness. We hope he will recover soon and get back on the job again.

Agent W. T. Bright, of Elwood, was off duty first part of September, taking a

little vacation. M. A. Rittmeyer relieved him during his absence.

Agent J. N. Hutchins and family of Spragueville spent two weeks visiting Mr. Hutchin's mother in New York state.

Operator E. E. Wakefield who is working third Atkins Yard, spent a week visiting his family at Pipestone, Minn.

L. H. Baker has been appointed agent at Hawkeye and took over the station Sept. 7, relieving H. E. Seeley who has been appointed agent at Greeley.

Agent J. H. Harding was off for a week or ten days. Relief Agent W. D. Shesser relieved him at Wheatland during his absence.

Chief Operator J. T. Gallivan resumed work in "MA" office Marion, Sept. 16, after an extended absence caused by an injury received the latter part of June.

R. & S. Line
S. R. Collier

Brakeman Robert Wolfe and wife have gone to Salt Lake City and expect to visit points in California before returning to Ladd.

Engineer D. H. Jones is on his annual trip north, account of hay fever.

Fireman Peter Brassia has moved his family and household goods to Crete, Ill., where he will make his future home.

Operator E. J. Coss, (hizzoner the mayor) and family have returned from their motor trip to the southern part of Illinois where they spent a few days with friends and relatives.

Operator Pat Horn at Ladd is the proud owner of a new Ford coupe and "Pat and Proxy" sure make the vamps over around Starved Rock sit up and take notice when they come drifting in.

Operator and Mrs. F. F. Fox of Kirkland are spending their vacation here with the latter's parents, Fireman and Mrs. Chas. Taggart.

Engineer F. L. Blake is at present in the Spring Valley hospital where he is suffering from blood poisoning.

Brakeman Hal Spier has moved his family and household goods to Joliet, Illinois where he will make his future home.

Brakeman "Ookey" Devert from the C. M. & G. is visiting his parents here for a few days.

Mrs. Harvey Gillerman and daughter of Berkeley, California, are spending a few days here with the lady's mother, Mrs. John Kenny.

Dispatcher F. A. Thomas and family of Beloit visited with home folks here during his vacation.

Clerk Gene Muratori and family drove all the way to Farmington to visit relatives (Jack says don't see how he made it that far.)

Engineers Harry Graves and Hubert Conway have returned to the C. T. H. & S. E. after a few months spent around Ladd.

Clerk P. J. Rioto and wife are the proud parents of a prize winning baby, their son having captured one of the prizes in the baby contest at the Bureau County fair.

S. M. West Notes
Ray H. Hoffmann

Lawrence Palmer, of the Madison freight office, has returned from a two weeks' vacation, which he spent with his uncle at Fort Snelling, Minn.

Agent Harvey Gregerson of Madison is experiencing the joys of "Cooking His

Own" while his wife is away on a visit to Madison, Wisconsin.

Art Costlow, stationary boiler fireman, at the Madison roundhouse and wife re- and Tacoma, Washington, where they visited and Art also took a trip down to Port Angeles, which is located in the timber district, on the C. M. & St. P. Ry.

turned from their trip to the coast, Seattle Car Foreman, R. M. Washburn, of Madison is the proud father of a 10 pound baby girl, born on Sunday, August 26. We must say "Mike" was very liberal with the cigars.

John Petisch, section laborer, on section 54 at Madison bought himself a dandy new Chevrolet touring car. John is quite a fisherman and now that he has a car, he will not miss any opportunities to go fishing.

Billy Hamilton of the Madison freight office, celebrated his seventy-first birthday on September 1. The freight office force presented him with a nice sweater coat. "Billy" is an old Veteran in the service of the Milwaukee.

W. A. Salzman, station agent, at Hatfield is at present enjoying a two weeks' vacation, being relieved while away by Edw. Lucas, of the Howard office.

George Sheldon, engineer, from the Coast Line arrived at Madison for a visit with his brother, Hubert Sheldon and family. George was an engineer on the "S. M. West" before going out to Deer Lodge, Montana.

As the mutilated owner of the demolished flivver explained it to the hospital interne: "Oh, yes, that darned reckless engineer saw me coming long before I got to the crossing, and he must have heard me blow my horn, too."

O. Ratledge, passenger brakeman on No. 1 and 6, and who lives at Fairmont, Minn., advises that he had an ad put in the local paper, to the effect that apples could be had for the taking at his place, as he had a bumper crop and could not use them all himself. He paid 40 cents for the ad and when the people came out to get the apples, they wanted him to pick them off the trees for them. Mr. Ratledge did not say whether he picked the apples or not.

A "Safety First" Meeting was held at Jackson, Minn., on the evening of Sept. 4. The meeting was well attended by all classes of employees and a large number of "Safety First" items were brought up at the meeting for discussion. This is the first "Safety First" meeting that has been held at Jackson for some time.

Terre Haute News Items

Roberta Bair

Increasing its force about 50 men after a temporary lay-off, the car department is now completing its work of repairing coal cars for the winter traffic. About 200 new cars, on an order of 2,000, have been received at the yards from the Standard car works at Hegewish, Illinois.

The scrap iron and worn parts, which have accumulated during the summer, are being gathered up and sold, the yards being cleaned up thoroughly. About 15 car loads of old iron are being collected.

Roundhouse Foreman E. L. Notley and family have returned from a two weeks' vacation.

F. S. Beck, district storekeeper from Milwaukee, visited the city recently on business.

A miscellaneous shower was given in honor of Mr. and Mrs. Clarence Schwartz at the home of the bride in Terre Haute.

The newlyweds received many useful gifts, especially the groom.

Guy Kelley, yardmaster at West Clinton, sent in the rail laying machine to be turned on the turntable. Next morning when he came back, it was the steam shovel. Kelley says it was the only thing he could see that would pick up rail.

The second track called on the old lines for a ballast plow and received in turn a snow plow.

A farewell picnic in honor of John Niman, chief train dispatcher and H. A. Cameron, chief carpenter, who are leaving the city, was held at Deming park Tuesday, September 11. About thirty-five employees attended, holding a wiener roast and playing games. After the eats, the honor guests were called upon for speeches and the employees responded similarly.

Mrs. Lou Amour is assisting in the stores department during the taking of the inventory.

M. H. Donoho, roundhouse foreman at West Clinton returned recently from an extended trip.

Raleigh Cole, chief clerk in the roadmaster's office who was recently married to Miss Margaret Jone, clerk in the postal telegraph office, came across handsomely with cigars and candy for the office force. Mr. and Mrs. Cole will make their home at 805 North 6th Street, Terre Haute.

Mrs. Frank Weineke, of Connersville, formerly Miss Frances Bartlett, is now assisting in the stores department during the taking of inventory.

The Misses Flossie Waggoner, Ethel and Jessie Dick, car department clerks, have returned from a 10,000 mile tour of the west. The girls visited numerous cities and points of interest along the western coast, visiting relatives and friends in Los Angeles. They returned, they said, to get warm again, as the weather they encountered was very cool.

We wish to make honorable mention of R. M. Dupriest, section foreman at Blanford, Indiana, who when patrolling track on September 2, found at Bogle Mine No. 1 load track, C. T. H. & S. E. 3365, coal load, with brake rigging down on B-end of car, which he chained up to prevent accident. We appreciate this kind of work.

Des Moines Division News Items

Frenchy

W. D. Chase, accompanied by his wife and two children, visited in Omaha during August.

Dispatcher "Ole" Olson spent a portion of his vacation seeing the sights in Chicago. Ole would not have to look so far to see the tops of the tall buildings as some of us mortals.

We regret to announce the death of Mrs. Frank Eldridge, wife of Train Baggage-man Eldridge, which occurred on September 4. All Mr. Eldridge's friends on the division will unite in extending their sympathy to him in his time of trouble.

L. L. McGovern is riding the street cars these days like ordinary mortals. Cause—He is Kyanizing his Ford.

Ivan Kaodel is filling the position of side table operator during the vacations of the dispatchers in the chief dispatcher's office.

Miss Maude French of the superintendent's office, accompanied by her mother, spent the former's vacation visiting in Yankton, South Dakota, and at the Harbach cottage on Spirit Lake.

L. L. McGovern spent his vacation visiting friends and relatives in Dubuque.

Says he was wined and dined until he was hardly able to do his work when he returned, but managed to worry along.

Miss Bernice Russell of the superintendent's office returned recently from an extended western trip, visiting Seattle, Portland, Rainier National Park and other points of interest. She is so much in love with that country we expect she will be wending her way back some of these days to stay.

We omitted to state in the last issue of the Magazine that Mrs. W. L. Moody had a very serious operation and was quite ill for some time but is recovering nicely at the present time, much to the joy of "W. L."

D. F. & P. A. Hilliker's office is the recipient of a brand new tariff filing cabinet which they very much appreciate as it has been badly needed for some time. Mr. Bestor thinks he could have made some improvement in its construction but we are not telling what that would be.

Wanted—Nicely furnished well-heated apartment for the winter months where if company happens to remain a little late nothing will be said about it. Inquire at rear desk in superintendent's office.

A certain young lady in the city passenger agent's office says she never gets her name in the magazine. We hereby state that if any one will visit the C. P. A.'s office he will see a good likeness of the said young lady appearing on the wall.

Vonnie White has been assigned to duty as brakeman on the Storm Lake line.

We have the following from "Izzy" at Rockwell City—

John Goulden spends all his spare time in Rockwell City now writing to his new son.

Ralph Walker has returned from William S. Hart's studio in Montana and has gone back to firing on the Des Moines Division.

"Bones" Owens got initiated braking on the Storm Lake Branch the other day. From the way he dragged his feet the next day evidently Mr. Gilbert and Mr. Cannon gave him a good initiation.

Ray Morse has a wonderful pocketbook with a secret combination. If you get any money in it you cannot get it out.

Billy Finnicum on Thrift

I like to see people thrifty but not too thrifty. I went down to the station the other day and before I could enter the building, one of these thrifty fellows collared me. Say, he said, "are you taking this train to Spirit Lake?" I told him I expected to. He asked me if I had any baggage and I told him I had none. "Well he said, "You are the man I am looking for. I have two trunks and I want to get out of paying excess baggage. Now I want you to have one of my trunks checked." I said, "I can't do it without a ticket." But, he said, "You just told me you were going to take this train." "I am," I said. "I'm the conductor."

Old Line "Line o'Type"

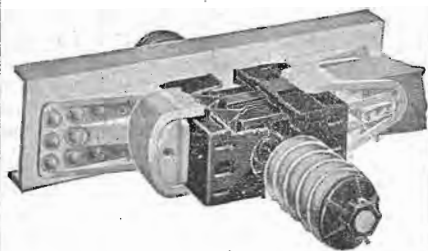
Hazel E. Whitty

Howdy, folks. Half the road is yours. Yes, I have returned from my trip and all alone too. I wish I could convince Harry Luker of this fact.

Tom Monogue, alias "Frosty" has been visiting relatives in Toronto, Canada.

Frank Whitty spent a two weeks' vacation at Green Lake. Frank claims he felt so good he was able to eat potato salad for breakfast.

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Felix Raue has transferred himself to the R. S. & W. Division located at Delavan. We miss Felix, he was a nice comfortable fellow to have around. Never tried to argue and generally knew what he was talking about. In his work he was A-1, in fact Mr. Holt says if he gets someone half as good to fill his place he shall count himself lucky. So you can see that Felix's record on the Northern was pretty good and we hope that he can make the same for himself on the R. & S. W.

If you must park around in places where people are busy, close the cut out.

Mrs. Herman Zweiger has had a serious operation performed and has been in the hospital at Oshkosh for some time.

Question—is it as bad as all this?

Chorus in answer: You never know until you try it.

Life of a passenger crew on No. 33—Any day of the week.

"We leave the Union station,

Chuck full of life and vim,

But when we reach old Oshkosh,

We are hungry, gaunt and slim.

From No. Milwaukee west,

It's only single track,

Set out a car at Granville,

The very first crack.

Germantown gets cars and such,

Richfield and Rugby don't bother so much;

At Slinger the block is always red,

Get your orders and run up ahead.

At Hartford you have express galore,

You stand there till your feet get sore;

Rubicon and Woodland are very light,

But at Iron Ridge it's the same old fight.

At Horicon every one has to stir,

All change cars and make a transfer;

If you don't get out on time,

You have committed a terrible crime.

At Burnett there's a crossing

And that's about all;

Atwater is worse,

It's just a stall.

But when you get to Waupun,

That's the end of your fun;

Express and baggage and milk cans a plenty,

The minutes you lose will make about twenty.

At Brandon it's not so very bad,

But Ripon always makes you mad.

You're almost home but can't get there,

You swear like the deuce and tear your hair.

Picketts and Fisk are only a stop,

And all at once into Oshkosh you pop;

You switch your train, send your engine o'er the river,

And then go to town, and get something for your liver.

"West I. & D. Inkings"

Dott.

It's so cold I can hardly make my fingers work but I'll try and write a few items. Although news is what I call scarce.

John McNamara is the new boilermaker at Murdo, taking the place of Matt Jarnig who has received a leave of absence and is taking treatment at the Polar House at Capa. These treatments are natural hot water baths. The water also is said to contain valuable mineral matter, which makes them very beneficial to the health. They are becoming quite famous and many people go there and come away feeling like new.

Brakeman Coble and Callan were called back to work from Lead where they had been on leave of absence working the mines. Firemen on leave of absence have

all been called in as there is predicted a heavy business this fall.

Mrs. John Penticoff and two children returned home the fore part of the month from a trip to several eastern points in this state and Iowa, where they had been for their vacation.

Mr. and Mrs. J. C. Fallbeck and family spent a couple of weeks during September visiting friends and relatives in Missouri.

Mr. and Mrs. C. W. Lathrop spent their vacation in the Hills, and visiting their daughter, Mrs. Charles Salmon at Rapid City.

H. S. Wandberg, district boiler inspector was a visitor at this point on the 8th.

Two business cars passed through here enroute to Rapid City and back the next day. Among those on the trip were W. M. Weidenhammer, general superintendent, Supt. C. S. Christoffer, Trainmaster Miller, Train Engineer Wm. Johnson and General Roadmaster, William Shay.

The employees and friends of the Milwaukee were grieved the morning of August 31, to learn that Mrs. W. D. Bowers, wife of our depot agent at Murdo, had passed away during the night after an illness of about a year. Mrs. Bowers was a lady highly respected by all and the husband and children have the deep sympathy of us all

M. C. B. Gossip

"Lee"

B-r-r-r but it's cold. If the fall weather we are having is any indication of what this winter is going to be, we will all have to go around bundled up like Eskimos.

Well the first matter of interest is Edna Bremser's engagement. Edna came back from her vacation looking quite happy and we found there was a reason. The sparkling diamond on her left hand proves it. Congratulations Edna.

Talk about people keeping secrets. Herman Klatte could take a prize. He forsook single blessedness on July 30 and never said a word to anyone. This is a real M. C. B. office romance for Herman met Mrs. Klatte (formerly Edna Haslam) when she was working in this office. We certainly extend congratulations to both of them, and wish them the best of luck and happiness.

All sections of the United States seem to have been visited by M. C. Bites.

Norma Lutzenberger went to Mammoth Cave during the second installment of her vacation and can tell you all about its wonders.

Ethel Mallom is now in Boston and we expect she will be able to tell us great tales about the staid and proper city.

Lorene Oelke made a regular "See Wisconsin First" trip on her vacation. After visiting in Chicago, she went to Markesan, Wisconsin Rapids, Marshfield, Oshkosh, and Fond du Lac and enjoyed herself immensely.

Archie Sell went to Niagara Falls over labor day and saw the great World Wonder.

Arlie Bentow went to Detroit and we understand he forgot to get off at the right corner while riding on the street car. Wonder why? Are you sure you didn't cross the River, Arlie?

Gladys Bradley visited Madison while on her vacation, and I understand Belle Beznor paid Chicago a visit, while Julia Barrow had a great time at Pewaukee over labor day.

Rose and Leona Schultz had a wonderful vacation—thrills galore—from seeing the wonders of Yellowstone Park—to making a flying visit to Marathon, Wisconsin in the pines of Northern Wisconsin.

The new members of the staff are Miss Lydia Neuring, A. J. Nelson, and George Nolan, and I extend a cordial welcome to them all.

Did you see all the pretty flowers Mrs. Gregory scattered among the girls? All that beauty came from the lovely garden in which she takes so much pride, and the girls certainly appreciated it.

Iowa Middle and West

Ruby Eckman

Clyde Needham, eight year old son of Brakeman Harley Needham of Perry had the misfortune to break his arm on August 20. The lad had the same experience about two months' previous.

William Langdon who has been in the track department in Perry yard for over thirty years, has been very sick at his home and has not worked for several weeks.

Clarence Anderson, clerk at Perry round house and Irvin Duitman a machinist, returned the latter part of August from a several weeks' vacation spent in the west.

Victor Lewis of the Perry car department was off duty in August and September nursing a mashed toe, the result of dropping a knuckle on it while helping to repair a car.

Lineman James Long and family of Perry spent their vacation with relatives in Kentucky and Tennessee. Peter Conboy relief lineman helped with the work at Perry while James was away.

Conductor Frank Wagner's wife has been very sick and has been in a hospital in Iowa City for several weeks having had two operations.

Engineer E. G. White of Perry had a pleasure which does not come to many folks that was to attend the golden wedding anniversary of his uncle and aunt on September 9. Earl's parents celebrated their golden wedding anniversary four years ago and he has another uncle and aunt who will have been married fifty years on December 25th of this year. The relatives all live in Marion, Iowa.

J. E. Kent, who worked for many years in the oil house at the Perry round house was in Milwaukee to attend the G. A. R. convention.

Engineer Lon Morgan laid off a couple weeks in August and with his wife, went to Colorado to spend his vacation.

The coal conservation meeting which was held in Perry September 7 was well attended and proved very profitable to those attending.

Traveling Engineer John Lutze was in attendance at a convention of traveling engineers in Chicago, September 11 to 14.

Conductor Lee Tolbert's sister Mrs. L. O. Barnard of Seattle has been in Perry for some time visiting relatives. Mrs. Barnard has recently won considerable fame as a short story writer, her stories having appeared in such magazines as Harpers, The Woman's Home Companion and others of that class.

Robbers broke into the depot at Bouton, August 31, but failed to get anything as relief agent Kinner had banked all the station cash when the office closed.

Ralph McLuen, son of Engineer Carl McLuen was married August 29 to Miss Ella Lenyon of Perry.

The latter part of August brake shoes and driver brake head were changed on engine 6334 in three minutes at the depot at Atkins. The shop men figure that some speed record.

Engineer John Rain and wife are the parents of a son born to them at the Perry hospital August 26.

Engineer Henry Nichols was off duty the latter part of August account having been scalded in the neck and chest when some obstruction was blown from a blow off cock on which he was working.

Kenneth Taylor who has been working as a yard clerk at Perry has taken leave of absence to go to college for a few months.

Fireman Fred Wagner who has been laying off for a long time on account of an injury, has recovered and has returned to Perry to resume work. He has been on a farm while he was unable to do work on the road.

Painter Fred Cooper of the Perry force is now a full fledged American citizen, having received his final papers in September.

Harold Hagen who spent six weeks with his mother and other relatives in Copenhagen, Denmark, has returned to Perry and resumed work.

Extra Passenger Conductors Wm. Stockton, Wm. Simonton, Thos. Costello and H. O. Whitlock have all been doing considerable extra passenger work the last few weeks account regular men laying off.

Master Frank Upton son of Switchman Frank Upton had a narrow escape from death August 17, when he went into the chicken house at their home and pulled over a nest rack. The lad was badly bruised and it was several days before he was able to be about and play.

The Perry Milk Products Co., made a contract with Mr. Getty to furnish butter for the Milwaukee dining cars so in the future when any Milwaukee folks patronize the diners on the Milwaukee they will know they are eating butter from the Perry plant.

So. Minnesota East

I. M. M.

H. T. Barrett has accepted a position in the roundhouse foreman's office which was made vacant by the resignation of L. M. Hilbert. Mr. Hilbert has gone to Florida where he has accepted a position with the Gedney and Murphy Contracting Firm.

Is there anything in it? ? ? ? ?

Dispatcher Valentine will not start anything on Friday, Conductor Harmacy lays off after having his fortune told, Conductor Killoren will not keep a supply of form 250 on hand, and Lou Grau turns back when a black cat shows up.

Machinist and Mrs. Thos. Mooney have moved into their new home on Park Ave.

Number 23 arrives at 3:40 p. m. and you can usually bank on it being on time. Employees who have new cars should provide themselves with a new time table and avoid a taxi bil. How about it Bake?

Dwight took his mother to Winona Sunday. The roads were very rough and it took some time to get there but that was all the better. It was like "The longest way round." He was rather lonesome coming back as SHE stayed in Winona to attend the teachers' college.

Trainmaster Holmes breaks all records for getting to Albert Lea on short time. For further information inquire of Brake-man Wagner.

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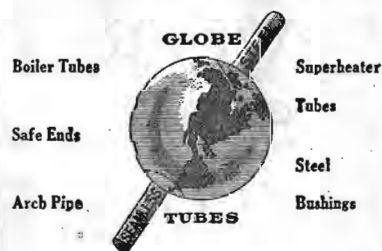
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Mrs. H. A. Wunderlich and two children have returned from an extended visit in Eugene, Oregon. Chief Clerk Wunderlich met the family in St. Paul and spent the day there with them on their return.

Can anyone tell us if Pump Repairer J. W. Santer of Madison is married? We have been unable to learn whether he took unto himself a wife on his recent visit in Dubuque although he is moving his household goods.

Operator Grau found an automobile tire (almost). It was a shame to waste the gasoline to stop and then have the tire disappear.

Engineer Fred L. Peck and family returned from an auto trip through northern Wisconsin. On their return they spent a few days in Minneapolis and attended the Minnesota State Fair.

Lyman Horton, son of A. A. Horton, agent at Fairmont has gone to Culver, Indiana where he will attend school.

Machinist Arvid Satterloff has returned from a trip to Cumberland, Wisconsin. He also took in the Wisconsin Fair.

Little David George arrived at the home of Dr. and Mrs. Emmett Bowen of Watertown, Wis., on August 30. Mrs. Bowen will be remembered as Margaret Morse formerly of the superintendent's office force in Austin.

Alfred Ruland of the Austin roundhouse and wife have returned from a trip to Seattle. On their return they spent several days in Montana.

I. & D. "Prairie Waves"

Joyce

This month just about ends the vacations. And the weather suggests Christmas rather than fishing.

Don't forget Corn Palace comes pretty soon. And believe me Mitchell can show you a good time.

Say did you see who was back on the job. No other than Happy Bryan. Glad we have someone to brighten up the winter days.

Among the tourists this year comes the mechanical department and they did not intend to take a back seat for anyone. Wm. Johnston, traveling engineer and family motored to the Black Hills and from all reports they had a wonderful time. The last day of their trip they drove 400 miles. I guess Bill thought he was behind an L-2.

Ina is going on her vacation and Elsie will be sitting at her desk and using her foot rest. Don't forget the flowers.

Lost, strayed or stolen. Three girls with shorn locks from the superintendent's office took in the boat excursion at Marquette last Sunday and did not get back until Monday Morning on No. 1. They must have enjoyed getting left from the way they have been smiling ever since.

Say did you know Marion is a high flyer. She is going to get an aeroplane and make New York once a week. Just to keep up with the times you know.

What's the great attraction in the west this year. It sure is drawing the people from the Corn State.

Mr. and Mrs. Wesley Harding are spending their vacation some place in the west. Can't give full particulars on this case. But wherever they are we know they are having a good time.

H. H. Stewart, former roundhouse foreman at Mitchell says it is wonderful to see the sun come up. This is one of the

things he missed until twin boys brightened his home.

Pearl Lobsiger, clerk at Mitchell roundhouse has resigned her position at that point and Frank Murphey has taken her place as timekeeper.

Ina Long, steno to the superintendent is getting her furs and overshoes out. She is going on her vacation and from the looks of things she is going to have a race with Old Jack Frost. Say, where are you going my pretty maid?

Will someone kindly enlighten us as to what the attraction is at Marquette. Someone is on the way or just coming back about all the time. You see we missed one of our fair ones one Monday morning. If No. 1 had been on time we would never have known that Little Marie had journeyed to Marquette all alone.

Say just ask G. P. Hodges about the Mankato cut off.

Understand Ruth Scott is leaving us for parts unknown. Don't forget your bathing suit and your overshoes, Ruth.

The Lightning Bugs' a funny thing It hasn't any mind.

He goes through life a swinging His headlight on behind.

Splinters from the Wooden Shoe

Brownie

Conductor Fred Arnett is now home from the hospital and is getting along as well as can be expected from injuries received by being struck by an auto at Iron Mountain about two weeks ago.

Conductor Frank Dubois has returned to work after being off for the past two months.

Conductor John Graham and wife have returned from a trip to Virginia, stopping at a number of points of interest.

A. A. Melville is running way freight out of Green Bay.

Conductor John Otto has been laying off for the past two weeks looking after things at his summer home.

Conductor Bert Lenz has returned from his run, the night job on the Appleton Line, being relieved from passenger duty.

Conductor C. B. Kempley spent last Sunday in Champion.

Conductor W. S. Robbins and family were visiting relatives and friends at Iron River last week.

Engineers P. H. Gavin and A. Rasmussen are pulling passenger out of Channing.

Conductor F. O'Malley and Engineer Lehan have traded their Reo for a Packard. That's right boys, nothing too good for the Irish.

Conductor Kellogg is on the sick list. What is the matter Fred, way freight too heavy? Hope to see you well again.

Baggage man Art Maloney says Firpo is going to give Dempsey a fine trimming. You know, Firpo is Art's cousin.

The business men of Iron Mountain want a sleeping car set out there on No. 3 to return on No. 2 for Chicago to take care of the increased passenger business.

Work has been started on the new yards at Iron Mountain. When this is finished it will greatly relieve the congestion there.

George Robinson has taken the agency at Amberg. Pretty heavy job for a light man.

C. H. York has given up the agency at Pembine and taken second trick. Oh! what a snap.

Conductor George Phillips has been doing the extra passenger work — right

smart looking passenger conductor.

Foreman Bender has returned to work after a few weeks' vacation—some people are sure lucky.

Ted Hanson has come to Green Bay to work from Channing.

Brakeman Gus Schesky, who was injured at the wreck at Parkinson some time ago has been seen around town lately walking with crutches. Glad to see you out again Gus.

Dubuque Shops Jingles "Oosie"

Our big item for this month is the report of picnic given by the supervisors, their families and clerks of the offices at Dubuque and Dubuque shops on Sunday, Aug. 26 at Camp 15; 150 attended; trip being made by auto. Dancing, ball games, horse-shoe games, eats, swimming and swopping lies were the pastimes; some of the members distinctively individualizing themselves more than others—among them—Miss Romig, who headed the ladies' ball team—

She swung the bat just like an old timer. Her maneuvers were simply great; but the hole she left in the diamond—was as big as the Texas state.

Mr. Frick—became troubled with his eyesight—could not see the cottage door; perhaps it was the sunlight, and maybe something more.

Miss Smith—did some champion driving; the night was dark and black—she got a wee bit frightened and grabbed Herb in the back.

Mr. Ehmer, Mr. Shultz and "Pete"—gave exhibitions of swimming—unique and very fine—the river was so peaceful, like the waters of the Rhine.

Miss Kiebler (and the other ladies) helped serve the most delicious, delightful well-cooked-meal; when the gang got thru they were just like the animals that squeal.

Mr. Ed. Kiesel—was made bashful recipient—of a toast by the whole crowd; he looked around real sheepish, but the toast-master was loud in announcing Ed's engagement—his marriage soon to be; Sept. 19th the day set—Miss Meyer his bride-to-be.

Mr. Ostendorf—responded to Ed's announcement—and said as an old-time-groom, he knew they would be SO happy, as the future before them would loom.

Miss Alice Monaghan of Chicago and Mr. Harry Prior of Terre Haute were out-of-town guests at the picnic.

Everyone attending voted it a grand success and moved that it be an annual event: Carried.

Fireman Frank Johnston is the happy daddy, of a nice little fat little boy—he's a welcome little stranger, brings with him heap-much-joy.

Foreman Alvin Sanders' marriage to Miss Genevieve Duccini of Dubuque will take place on September 20. Alvin says he's watched the other boys set out on this matrimonial sea of adventure—so he's going to try it.

Here's to the brides and grooms of fall

We wish them lots of success—

That their married life will be long and sweet

And their love—may it never grow less.

Miss Nella Berner has joined the ranks of the store department office force, taking the position made vacant by Miss Margaret Hermansader, who has moved to Minneapolis.

The Store department offices have been

moved from the south end of the building to the room formerly occupied by the accounting department.

They now have a nice big classroom; library and study combined—

In fact, a nicer looking office would be very hard to find.

The generous manner in which the employees at Dubuque shops and Marquette (all departments) responded to the call for relief for the stricken Japanese is heartily appreciated by the committees appointed by the management of the C. M. & St. P. Ry. Co.

From the Gellatin Valley

I wonder if any of your readers know of the wonderful valley that we are so fortunate to be residents of, great fields of grain sheltered by the lofty Rockies, wonderful mountain streams rushing on their mission watering countless acres, splendid roads leading to all the mystic wonders that God has planted here in our midst that men might roam and wonder how powerful its creator must be.

Truly this is the wonder land, of all this vast country of ours. No nation may boast any mountain scenery comparable with the Rockies, no vaster storehouse for grain exists, nothing that our eastern brothers raise but we can match, and when the day is done rest comes with the gently sweeping cool breezes that drift from our myriad snow-clad peaks. Do you wonder that no matter where we may wander, home to us who live amongst the Montana Rockies, long for the feel of our friendly hills, for the great glowing red sunsets, but then perhaps you in your cities have not felt, have not been with the infinite here in our golden west.

Sometimes I wonder that we as a people living here in America with all of its grandeur of rushing torrents coming madly down these tremendous mountains spreading their life giving powers to the great glowing fields can go across the seas in search of what their own land really surpasses. All the glories of the Matterhorn, are spread here within your reach, the beautiful scented valleys of France and Italy are here at your door, the grim beauties of the Swiss Alps stretch from California to the Canadas themselves, and reaching them all are our great railway systems, our vast stretches of highways more scenic, better kept than any of their like in Europe.

Iowa Division Items

Passenger Brakeman E. E. Sangster is laying off owing to the illness and death of his mother. On the day his mother died he took his twin daughters to the home of his wife's sister at Kenwood Park. In the evening a storm came up and while hurrying to get some washing down before it rained a giant cottonwood tree to which the wire clothes line was attached was struck by lightning and Mr. Sangster's sister-in-law and niece were instantly killed and one of his daughters stunned and badly burned. The child was rushed to a Cedar Rapids hospital where she is doing as well as could be expected. The Magazine extends its sympathy to Mr. Sangster and family and hope for the complete recovery of the child.

Born to Passenger Brakeman and Mrs. Warren R. Johnson July 11 an 8 pound daughter, Ramona Gracia. The Magazine extends congratulations.

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Occupation

Employed by R. R.

(Continued from page 25)

A President, a first Vice-President, a second Vice-President and a Secretary-Treasurer.

ARTICLE III. ELECTIONS

Section 1. The first Board of Trustees shall be appointed by the Incorporators and shall serve until the third Saturday in March, 1924.

Sec. 2. By a General Election on the part of the membership of the Association to be held in March, 1924, there shall be chosen eight members to serve on the Board of Trustees, two of them to serve for one year, two for two years, two for three years, and two for four years.

Sec. 3. Beginning in March, 1925, and each year thereafter there shall be chosen by General Election two members to serve on the Board of Trustees for a period of four years, to take the places of members whose terms have expired.

Sec. 4. Each member of the Association is entitled to one vote, to be written and deposited with the Secretary-Treasurer by mail. Any member of the Association is qualified to serve as a member of the Board of Trustees.

Sec. 5. Should vacancies occur other than by expiration of terms, such vacancies shall be filled for the unexpired portion of the term by the Board of Trustees.

Sec. 6. Prior to Elections the Executive Committee, acting as a nominating committee, shall prepare a ticket and nominate candidates for the vacancies to be filled. Prior to March first the names of the nominees, together with a form ballot, shall be mailed to each member of the Association. Members desiring to vote shall make out the ballots and return them to the Secretary-Treasurer of the Association. Ballots that shall reach the Secretary-Treasurer on or before March tenth shall be counted; those arriving later than March tenth shall be disregarded.

Sec. 7. Members desiring to vote for candidates not nominated by the Executive Committee may do so by writing the names of their candidates on the ballots and by placing a cross after the names so written. The votes shall be canvassed by the Executive Committee. The nominees receiving the plurality of all votes cast shall be declared elected and the result published throughout the membership.

Sec. 8. The officers of the Association shall be elected by the Board of Trustees and shall serve for a term of four years. Officers can be removed for cause by a majority vote of the Board of Trustees. The unexpired term of officer so removed majority vote of the Board of Trustees. A Manager shall be appointed by the Executive Committee. He can be removed for cause by the Executive Committee.

ARTICLE IV. MEETINGS

Section 1. There shall be a General Meeting of the Association in Chicago on the third Saturday in March, 1924, and each four years thereafter. All members of the Association are eligible to attend such meetings in person or to be represented therein by members carrying their proxies. All such proxies shall be in writing, signed, witnessed and filed with the Secretary-Treasurer seven days before the meeting.

Sec. 2. Special Meetings of the Association shall be called by the President at any time, but only upon two weeks' notice to the entire membership of the Association stating the object of the meeting.

Sec. 3. The Board of Trustees shall meet annually at the headquarters of the Association in Chicago on the third Saturday of March, and at such special times as may be determined by a call of the President when so requested by the Executive Committee.

Sec. 4. Special Meetings of the Board of Trustees shall be called only after two weeks' notice by letter or wire, unless all members of the Board shall have signed a waiver of notice. Special Meetings may be held in places other than Chicago at the convenience of the Board.

Sec. 5. Expenses of members of the Board incurred in attending meetings shall be paid by the Association.

Sec. 6. One hundred members of the Association present in person or by proxy shall constitute a quorum for the transaction of business. The Association can act at any duly convened meeting, provided a quorum is present.

Sec. 7. Five members of the Board of Trustees shall constitute a quorum for the transaction of business. The Board may act at any duly convened meeting provided a quorum is present.

Sec. 8. The individual members of the Board of Trustees shall have no powers as such; nevertheless, the Board may act without meeting by Resolution signed by all the Trustees, which said Resolution shall have the same force and effect as if such action had been taken or pursuant to a Resolution taken in a meeting of the Board of Trustees.

ARTICLE V.

POWERS OF THE BOARD AND EXECUTIVE COMMITTEE

Section 1. The Powers of the Board of Trustees shall be:

To have succession by its corporate name; to sue and be sued in its corporate name; to have and use a common seal and to alter it at pleasure; to acquire and possess so much real and personal property as may be necessary for the business of the Association, to lease or sell the same; to own, purchase or otherwise acquire funds, mortgages and other evidence of indebtedness; to borrow money and to pledge its property to secure repayment of loans, in accordance with the provisions of the law of the State of Illinois; to elect officers, appoint agents, define their duties and fix compensations; to make and amend by-laws; to have and exercise all powers necessary and convenient to conduct and carry into effect the purposes of the Association; to delegate to an Executive Committee, power to carry on the business of the Association when the Board of Trustees is not in session.

ARTICLE VI.

DUTIES OF THE OFFICERS

Section 1. The duties of the President shall be to preside at meetings of the Board of Trustees, to make appointments as are required by these By-laws or by the Board, and to have general supervision of the Association, and to make an annual report of its affairs.

Sec. 2. The Vice-Presidents, in the absence of the President, shall serve in his place in the order of their precedence.

Sec. 3. The Secretary-Treasurer shall keep the records of the meetings of the Board of Trustees. He shall also serve as Chairman of the Executive Committee. His signature, together with that of the manager, shall be required on all vouchers of expenditures and on all checks. He shall give bond in such amounts as may be determined by the Executive Committee.

Sec. 4. The Manager shall be the active business agent of the Association. He shall keep the minutes of the meetings of the Executive Committee. He shall receive and disburse all funds of the Association, taking proper vouchers therefor as directed by the Executive Committee. He shall keep the accounts and records of the Association, shall publish to all members of the Association a record of its affairs. He shall be charged with building up the membership of the Association, and under the direction of the Executive Committee shall be required to conduct the business of the Association. He shall draw all vouchers of expenditures and sign all checks. The Manager, who need not be a member of the Association, will give bond in such amounts as may be determined by the Executive Committee.

ARTICLE VII.

INCOME

Section 1. There shall be no initiation fee for joining the Association.

Sec. 2. Dues in like amount from all members shall be fifteen cents per month and shall be used in building and maintaining the Association.

Sec. 3. The Board of Trustees is authorized to receive contributions in any amounts from any source. From the members of the Association, it shall aim to receive voluntary contributions in amounts sufficient to meet its program of pension payments as a member gets older his contributions should be increased each ten years. Such contributions, while voluntary, should be on the basis of:

\$0.50 per month from members up to age 30.

\$1.00 per month from members from 30 to 39.

\$1.50 per month from members from 40 to 49.

\$2.00 per month from members from 50 to 59.

\$2.50 per month from members from 60 to 69.

\$3.00 per month from members from 70 and over.

Sec. 4. Should it be to the interest of the Association to receive voluntary contributions from members in amounts greater or less than those indicated, recommendations to that effect shall be made only by two-thirds vote at a duly convened meeting of the Board of Trustees.

Sec. 5. No member shall be eligible to draw pension benefits for old age until he has paid in dues and has made Pension Fund contributions for five years, except in special cases of dire need that have been investigated and passed by the Executive Committee. A member of one year standing or over is eligible to disability benefits.

Sec. 6. The purpose of this Association is for the mutual benefit of its members. It is severed from all enterprises of profit. All funds, whether from dues or contributions and all expenditures shall be under the control of the Executive Committee. Investments shall be limited to Municipal, State and Government bonds, First Mortgages and such other securities as are permitted by law to insurance companies and Trust Estates.

ARTICLE VIII.

BENEFITS

Section 1. The Association shall issue to each member a certificate bearing the signature of the Secretary-Treasurer and that of the Manager, which shall be evidence that the holder thereof is a member entitled to all the benefits of the Association. When a member forfeits his standing, he shall be notified in writing and the

notation entered on his record in the office of the Association. Reinstatement shall be at the discretion of the Executive Committee. When a member has been laid off by the Company and is drawing no pay, he need pay no dues nor make contributions and will not forfeit his good standing provided he returns to employment within ninety days. After ninety days he should resume contributions direct with the Secretary-Treasurer unless he has left the employ of the Company. Members granted leave of absence shall remit direct to the Secretary-Treasurer during such absence.

Sec. 2. The immediate aim of the Board of Trustees shall be a Pension rate of \$25.00 per month, payable out of the Pension Fund, beginning at 65 years of age and continuing until death, provided that the member has retired from active service with the company; if he has not retired, then from the date of retirement until death. In the event of total and presumably permanent disability prior to 65 years of age, then a similar rate beginning at the date of such disability and continuing during the period of such disability.

Sec. 3. Should it be to the interest of the Association to raise or lower the pension rate, such action may be taken only by a two-thirds vote at a duly convened meeting of the Board of Trustees.

Sec. 4. Members drawing pensions will be expected to make no further contribution to the Pension Fund, nor shall they be required to pay dues.

ARTICLE IX.

The accounts of the Association shall be audited annually by a responsible firm of certified accountants. A copy of their report, together with an annual report by the president, shall be sent to each member of the Association.

ARTICLE X.

These By-laws may be amended at any regularly convened meeting of the Board of Trustees by a two-thirds vote in the manner now and hereafter provided by law.

Address correspondence to Secretary-Treasurer, Milwaukee Employees Pension Association, Railway Exchange, Chicago, Illinois.

Illinois Division
L. A. F.

Agent Al. Reinehr and family spent a very enjoyable vacation visiting points in Wisconsin. We are still hoping to hear some "fish" stories.

All who beheld Carpenter Oscar Daley and wife parading Main St. on our big Melon Day, with a load of aluminum under their arms will admit that some people are lucky. Tell us the good luck secret, Daley, it might help out the H. C. L. for some of the newlyweds and sort of encourage them, don't you know.

Oh, yes, we're all used to Nell flapping around by this time. Now the question is, will she keep it trimmed or not? She spent her vacation in the "Windy City" and evidently the wind whipped her curls off just below the ears. Doesn't look half bad, does it?

We wish the people of Marion would tell us what the big attraction is in their fair city. George Schmidel would certainly like to make more week end trips than he has in the past. We were just wondering!

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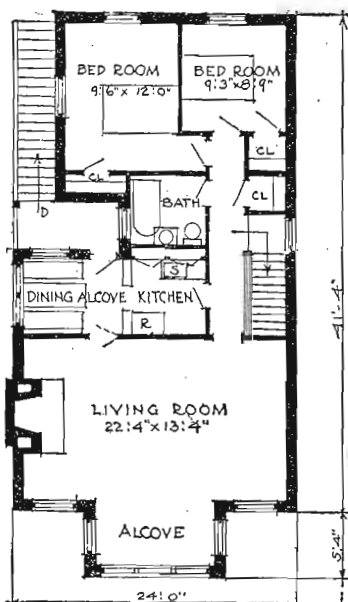
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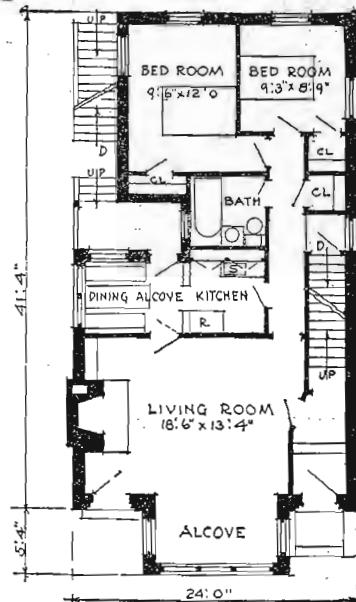


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On both first and second floors we find in front a large living room with a fine sun porch. The living room is large enough to contain a folding davenport bed if extra accommodations are required. At the rear of the house are two bedrooms, each with cross ventilation. Off from the living room is the small kitchenette with dining alcove that has proved so popular in the modern apartment. A small roofed porch beyond the kitchen forms a rear entrance for tradesmen.

This plan is a model of compactness and the well proportioned gable over the sun porch gives it dignity and an imposing appearance in any street without disclosing that it is a duplex apartment.



Mrs. Brown, wife of cashier at Lewistown freight office, assisted us during Mrs. Taylor's absence in the east and while we were glad to see Ann back we missed Mrs. Brown's sweet smile around the office.

Mrs. J. C. Rose, wife of night round-house foreman, passed away after an illness of a few weeks, the burial taking place at her old home in Memphis, Tenn. Mr. Rose has the sincere sympathy of all his friends and employees on the Northern Montana Division.

Yardmaster Whalen, of Othello, Wash., is now conducting a "Sage Brush Taxi Service," during his leisure time. One wonders why he starts out after dark in the Liz into the darkness of the night over the rabbit trails. Bill Ross of Miles City, can expect to get a request from him for the use of the old "Dead Wood Stage" if another bearing burns out.

Ouch!

Demure Maiden (lately returned from College): "—and father, Terry has lots of money, a big car and a fine old southern family behind him."

Forceful Father: "Well, I hope he's nice to boot."—*Augwan.*



⁶⁶ 6 UP ⁹⁹ Observe your own watch and note how many times each day you will find it in approximately this position, particularly when you are lounging in any other than an upright position.

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