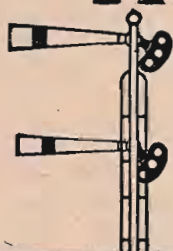


THE MILWAUKEE MAGAZINE



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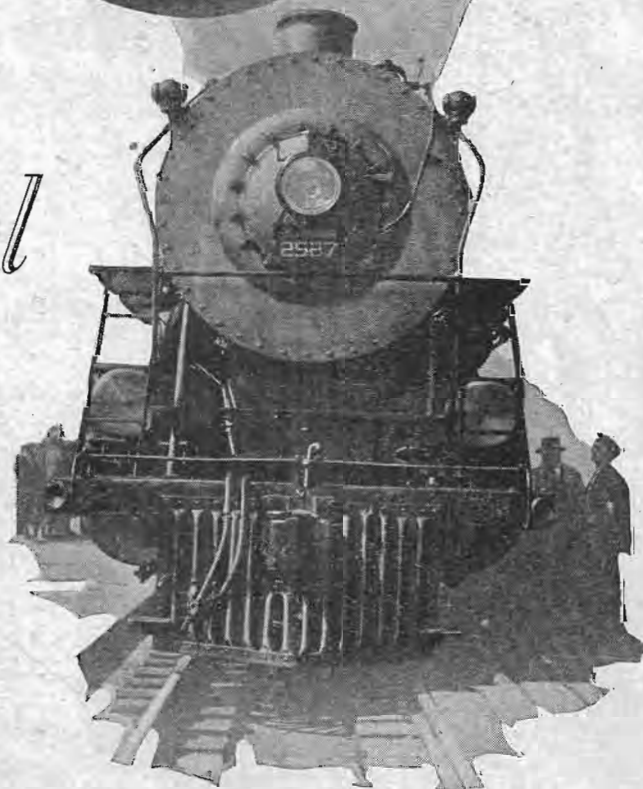
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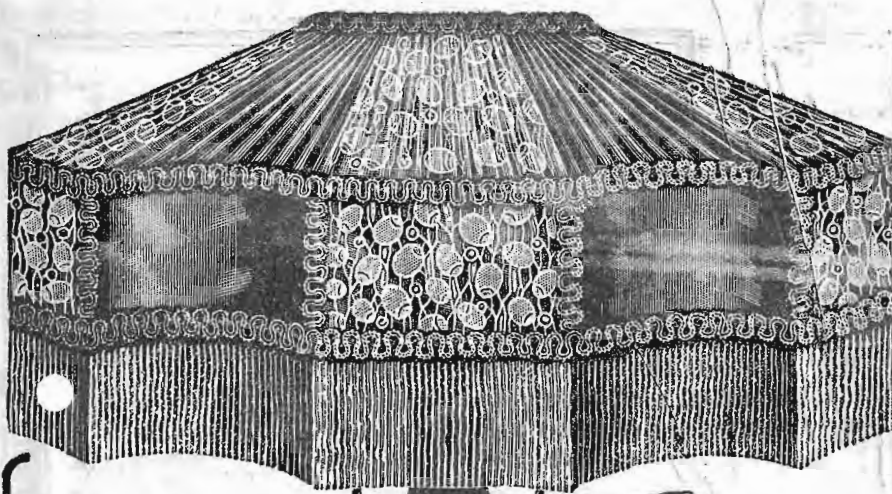
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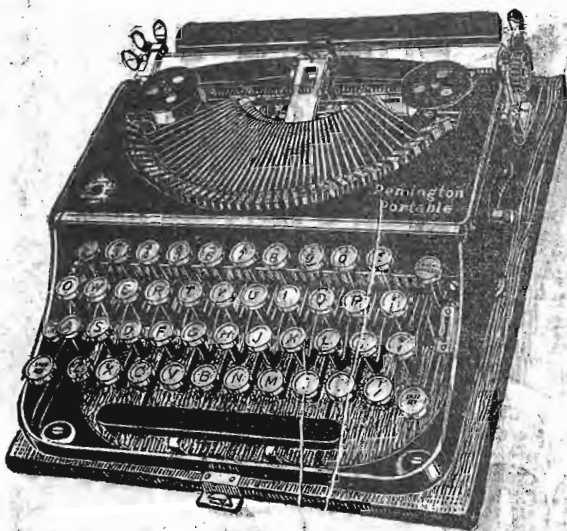
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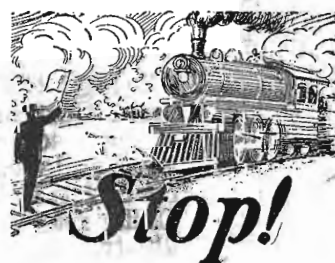
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To All Officers and Employees:

Another year has passed and much progress has been made toward bringing the standard of service on our railroad up to a higher and more efficient level than it has been before.

We have served our patrons better and have conducted the business of the company more efficiently and economically than in any previous year.

Your loyal cooperation and earnest interest in the company's welfare have brought about these improved conditions, and in behalf of the management, I extend to you and your families our sincere appreciation and best wishes for

A Merry Christmas and A Happy New Year.

President.



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Pictured on this page are some veterans of the Accounting Department at Fullerton Avenue.

Each one here being the oldest in point of service in the various departments represented.

1. W. C. Slevert, Office Assistant Comptroller. Service date, March, 1886.

2. J. A. Dolle, Office of Auditor Station Accounts. Service date, April, 1886.

3. A. E. Edmonds, Office of Building Superintendent. Service date, March, 1883.

4. J. L. Ginaire, Office of Auditor Over-charge Claims. Service date, July, 1889.

5. Miss Josephine Foote, Office of Ticket Auditor. Service date, April, 1890.

6. J. S. Butter, Office of Auditor of Expenditure. Service date, January, 1880.

7. M. J. Hanson, Paymaster's Office, Service date, October, 1890.

8. F. N. Webster, Office of Real Estate Agent. Service date, January, 1906.

9. M. H. Ryan, Office of Auditor Inv. and Int. Fac. Accts. Service date, January, 1889.

10. F. M. Smith, Office of Freight Auditor. Service date, June, 1878.

C. C. 120

By Nora Breckenridge Decco

When the freight train stopped at the bridge where an extra gang was relaying steel, McGaffey looked at his watch and turning to the head end gave them a back up signal, for of all things in this world there is least use in trying to argue with an extra gang and they could not make Hamen now for the limited so they just as well stay where they were.

Up and down the mountain side, covered with a light December snow, was a forest of spruce and pine, showing black against the background of gray sky that promised more snow for the coming week. Between the green boughs were other trees, some black some staring white, that older, larger growth that follows the railroads where ever there are pine trees and is known as...burned over...standing stark and silent amid its greener brothers, waiting for the woodsman's ax or some strong wind to lay it low forever.

Stenciled on the bridge timber beside them were the words: 'Rebuilt 1910...' and at the head brakeman's question, McGaffey moving a rock weighted blue print over a bit with his foot and reaching for his pipe sat down on a tie beside the track. His eyes rested for a moment on the shining rail as urged by the crowbars behind it, moved slowly and perfectly into line and he turned again to the stenciled words on the bridge beside him.

"It was rebuilt after it burned..." he said and stuffed tobacco into the bowl of his pipe with his thumb...."burned down by a fire that nobody ever knew anything about, brush, forest, everything an' never found out what started it"...and he paused with his eyes on those staring white sticks among the bright green trees across the track settling himself more comfortably with his back against the bridge.

"Back in the early days"...he began, "bridges was built for use right now, an' some was built good an' others better, most of 'em was for use till bigger ones could be built or maybe filled in an' not much bridge to it. This was one of the big ones an' it was well built an' a good one. Big piling an' lots of 'em heavy planks an' plenty of dirt an' gravel over the floor, for that creek down there sometimes plays the dickens for all its gentle looks right now" and McGaffey held a lighted match over his pipe.

"This story about this bridge is mostly about a woman an' a dog an' you can figure out which was the hero, nobody else ever did as I know of"...he continued. "In them days there was telegraph operators at most of these places along here an' they lived quite a ways from the jobs.... some of 'em on homesteads they'd took up an' was try'n to show Uncle Sam he was wrong when he bet they couldn't prove up on 'em.

"There was one workin' nights back here at Comet an' him an' his wife lived on a claim about four miles down the line an' about half a mile from the railroad an' most always he'd ride back an' forth to the job on a speeder. The woman had a big Collie dog she kept with her nights after this feller Early I think his name was had gone to work

an' left her alone...standin' in the door watchin' him out of sight around the curve, her an' the dog. There was a track walker along that part of the railroad too, his shack was close to the track near the curve down there an' she could see his light nights an' that was about all the neighbors they had...pretty lonesome life for a woman too..." and McGaffey smoked quietly for a time.

"There hadn't been any rain that year since early in May an' this was late October..." he went on presently. "Worst year for fires any of us on construction work had ever seen. Everything dried up an' a fire started if one rock fell against another one. They was big fires in the Bitter Roots an' all the men they could get was fightin' an' new fires startin' all the time. Everybody was on the lookout for 'em an' I guess that track-walker was workin' night and' day.

"These folks had a little crop of wheat in on their place an' a good enough house an' barn an' they had some hay stacked an' fences up an' a garden but it didn't amount to much an' I remember he was plowin' some between the track an' his house an' had plowed a few furrows around the house in case of a fire an' him not home" and McGaffey's eyes again turned to the trees across the creek before him.

"Well" he went on..." after Early had gone to work that night, an' she had watched him out o' sight around the curve, she see the light wasn't burnin' in the track walker's shack an' went in side an' lit her lamp an' set it in her kitchen window. After while the dog got up an' went over to the outside door an' growled an' laid down by it, an' when she was washin' her supper dishes he growled again an' got up an' walked along by the outside window an' she said afterward she was sort of afraid, him growlin' like that an' her alone, 'long about eight o'clock she had to let him out to quiet him, but pretty soon he came runnin' back an' jumped against her barkin' an' whinin' an' run out the door time an' time again'.

"She thought she smelled smoke when she opened the door once an' looked out an' see the track walker's light, but all that fall the air was full of smoke an' so she didn't think nothin' of it, 'till the dog kept barkin' an' runnin' down toward the track like an' then she see what she thought was the track walker's light, was around the curve toward the bridge an' so she grabbed an' ol' coat an' cap an' a lantern an' started runnin' fast as she could after him dark like it was an' through the wheat field an' over the plowed ground" and McGaffey smoked.

"When she got to the track with the dog runnin' ahead of her" he continued presently..." she see there was a fire of some kind around the curve an' when she got there the fire was well up the side of the hill an' the bridge burnin' like a bunch of bran' new fire crackers on the Fourth of July"...and he scratched a match along the floor of the bridge beside him.

Along the line of heavy steel where the extra gang worked and above the noise

of crowbar against crowbar, of shifting gravel and maul on spike McGaffey heard the sound of the passenger train they waited for, and he turned again to his story.

"This train we are in here for run later then an' they called it number three an' it was nearly due an' the first thing she thought of after figgerin' the track walker was on the other side toward where her man was workin' an' knowin' with one look that nothing on earth could get across that bridge an' a curye on both sides of it an' no way to see ahead 'till they was right there, she started quick as she could to get to the other side before the train did...an' she did" and McGaffey smiled, and went on again.

"How she got across that creek an' up the side of that mountain an' over the top in the dark with a dog an' a lantern, nobody ever knew, leastways not much about it for she wouldn't talk much an' the dog couldn't though he seemed willin'..." and McGaffey smiled again, "so it wasn't ever explained as the feller says to the satisfaction of all concerned, but she got there before the train did an' out pretty well before mornin'" and he stopped it an' the fire burned itself paused, once more his eyes resting thoughtfully on the green boughs before him.

Down the track where the two steel rails rounded the curve as in that long ago time of the story, along the tumbling water far below that could tell if it would of the struggle in the darkness over the rocks that tore her hands and held her while the tongues of a forgotten forest fire swept close behind her, across the bridge toward McGaffey came a long, low whistle and echoed and re-echoed and flung itself merrily, endlessly, from rock to rock and from hilltop to hilltop.

"Well" he said, "when they got things all straightened out an' her back home they wasn't much left but the house which the plowed ground had saved. She said she knew it would happen when she started for the other side of the bridge, but folks like that don't seem to figger, they just go ahead an' do their figgerin' afterwards. The fence an' barn an' hay an' what was left of the wheat field was burned, but I remember she didn't seem to mind an' reached down an' patted the dog when we was all feelin' sorry for her. Seemed to take it for granted she done the best thing an' let it go at that an' I guess she had" and McGaffey stood up at the sound of the approaching train.

His eyes were on the high hills and perhaps his thoughts on other days and tales made there as he rapped the bowl of his pipe against the bridge timber beside him..."Yes they rebuilt it then an' they made a good one too." he said slowly "an' lots of times after that we used to see 'em the woman an' the dog standin' in the door an' the dog barkin' an' whinin' at some hoghead's whistle thinkin' more'n likely it was for him" and McGaffey laughed.

"It was just one of them stories that follow the railroad an' make its history. nobody even knows now where she is an' about all that's left to remind us of it is them words on the bridge" and his eyes turned again to the stenciling..."C.C. 120...rebuilt 1910..."

Homesteading of Today

A True Story of Two City People Who Founded a New Home Out Where Rails End and Trails Begin

FLORENCE M. O'DONNELL

Our newspapers and periodicals lament "the passing of the west." Our public schools have, these many moons, been teaching the same idea. Pioneering is an art which we lament as long since passed away.

Few people seem to realize that this great, big, United States of ours is one whale of a big country. And, most important of all, that Uncle Sam is just as busy as a bee, today, in giving away homesteads to the ones who are willing to hark back to the days of our grand fathers' and pioneer.

The "flivver" has taken the place of the oxen and lumbering covered wagon, but the unbroken prairies are still spotted with wild flowers, sage and cacti and flooded with sunshine, fresh air and God's own peace and quiet.

While it is true there is no open homestead land east of the Mississippi River at this time, there is land to be had in practically every state west of the Mississippi with the exception of Iowa, and Texas. Alaska has millions of acres of valuable land which are suitable for homesteads. Texas lands are to be obtained through the state. Iowa is deeded land now.

I have a strong aversion to mathematics. Yet it is sometimes necessary to quote statistics. So you who share my dislikes please bear with me while I quote from the Associate Press as printed in the Chicago Daily News of Oct. 30, 1924.

"Public lands disposed of by the government reached a total at the end of the last fiscal year amounting to 1,048,278,220 acres, or more than 60 per cent of the entire land surface of the country exclusive of Alaska and other territorial possessions. The remaining unappropriated and unreserved public land amounts to 186,604,733 acres.

"Figures made public today by the interior department's general land office disclose that the largest amount of land disposed of went into homestead entries, commuted entries and sales to the public, the figures reaching 523,968,514 acres. Railroad and wagon-road grants aggregated 161,539,168 acres, and educational and other grants to state governments totaled 137,668,490 acres. Included in the rest of the total disposed of were grants to war veterans and Indians and under timber, swamp and desert laws."

So you see there are still 186,604,733 acres of land to be had for the filing.

One should study well what they, individually, require of a homestead. Some would chose the southern states because of fertility and climate, finding the warm, moist soil ideal. Swamps and mosquitoes hold no terrors for them. Others desire farming land, and the northern states are wonderfully productive. Again, the central-western states are chosen for their clear bracing air, dry and health giving. The semi-arid land of central Wyoming has wonderful grazing for both sheep and cattle as well as being the home of the well known Tea Pot Dome!

Six years ago my husband filed on 640 acres of land seventy miles west of Casper, Wyoming. It is now deeded land, of course.

We were two of the most verdant of tenderfeet. Our lives had been lived in or near Chicago, Illinois. Decendants of pioneer grand parents we had almost forgotten the stories of Indians, crude cabins, and cruder cooking utensils. But how easily phrases like "riding fence, coulees and draws, maverick irons, etc." are learned! How easily a fox trotter becomes a "square" dancer!

We left Chicago with a car of lumber and household goods, as well as the indispensable saddles upon which we expected to ride to the glory of full-fledged ranchers. "Hospitable westerners" was a phrase to conjure visions of goodwill, broad brimmed Stetson hats and cattle upon sunny hillsides. We forgot the never-ending cattle and sheep feuds. We arrived in the heart of the sheep country. Having filed on a most desirable section in the the centre of the winter grazing quarters of several bands of sheep, is it a wonder that the reception we received was as chilly as the snow on the Big Horn mountains which loomed in front of us?

But the latent pioneering blood surged and the will that came down from the grandparents who fought Indians, bob cats and wolves in Illinois, rose with a whoop. Chicago's own motto of "I will" became ours.

We arrived at noon and ate our delayed lunch about four o'clock that afternoon, cooking it in a convenient sheep herder's wagon which we afterward rented and lived in for three months.

We unloaded our car and after paying an exorbitant price for a driver, two teams and a wagon moved to the site of the home-to-be. We were a ludicrous little cavalcade. We had purchased a black Morgan mare and her six weeks old colt. A team and driver led the way with the "sheep wagon" full of groceries for which we had had to send to Denver. Next came "O'D," as he is known, driving a very, very gentle team and a wagon loaded with building material. In a pair of borrowed overalls I rode the black mare with the little colt tagging at the rear of the procession. It may have been pathetic and it may have been laughable but to us it was a very earnest journey of eight miles over the tractless sage from the little closed depot to the high knob where we eventually placed our tiny cabin.

"O'D" built our cabin home with no aid except what I was able to give. But his illness gradually gave way to health. It took three months to build a 12x18 cabin but it is excellently constructed. Sand, storms, forty degrees below and blizzards hold no terrors for we are snug.

We had no fuel the first six months except sage brush, but found we could do very well using it. It is a peculiar bush, it burns much better and gives a stronger heat when freshly cut.

We hauled water from the well of a neighbor sending to a Chicago mail order house for kegs and a farm dump cart for the purpose. It was a nine mile round trip. Many were the adventures we had in trying to convince that saddle mare that it was a duty of hers to haul that cart. She bitterly refused to haul it except at a gallop. She had plenty of spirit and plenty of temper and six years have dimmed neither. She must have been overjoyed when our well was drilled and she no more was blindfolded and harnessed to the little red cart. When all ready "O'D" would take his seat in the cart, I'd snatch the blind from her eyes and catch the rear of the cart as it whizzed by me. The colt Sue and I had many collisions as I made my mad scramble into the cart.

We unhitched the mare at "Dad" Colericks and loaded our water-kegs. After an elaborate "hitchingup proceeding" we were again "hitting the high spots" on the home-trail. When we completed our cabin we set about making a good road to our new home. The same neighbor Colerick furnished a road grader and with three other men we cut five and one-half miles of new road, following section lines. So we have a straight road. I cooked dinner for the men as well as serving as the "movable peg" in the primitive surveying. "O'D" rode ahead with a flag. He looked like a fanciful knight of old, with his blue armor, black charger and black banner. Only close inspection revealed the blue armor to be unionalls and his black banner a perfectly good heather-bloom petticoat which he had confiscated. I followed on a gentle old nag about 1500 feet behind. The grader was an equal distance back of me.

"O'D" would dismount and "sight" back to where a mark had been placed at the starting point, moving me in line by prearranged signals. Then as the grader moved up to me he would gallop on to the next position. It was great sport as well as very interesting work. Did you ever stop to ponder that when one cut a trail in the wilderness, builds a new road for untold feet to follow that a very important step has been taken and a tiny bit of history has been made? How you and your children and many generations to come shall tread that path which you have just made?

Even after such a short time since the completion of the road we so gaily built that spring morning in 1921 it has become a much traveled thoroughfare. It connects the old Deer Creek Trail with the new Yellowstone Highway.

With a cabin, tiny barn, good road and drilled well of excellent water we felt that our greatest homesteading problems had been solved.

It is necessary to have other improvements of course, but we felt that the grade had been made.

In Wyoming—"Hell's Half Acre" The road is lonely and hot and flat, And the grasshoppers whizz through the air;

Along the horizon, the mountains woo All the coolness and water and shade trees, too;

Unprotected, we're prey for the sun's tattoo

In the grim and persistent glare.

Past "Thunder" and "Gray Bull" and "Bluesnake Ranch,"

(How those names hold to Indian Times!)
The blistering breeze hugs a spark on each gust
Which burns up the fields to a desolate crust,
Half-seen throw the billows and billows of dust
While the mercury climbs and climbs.
On we go, and the sage brush blows

In the winds which sweep over the plain;
We stop at a cabin, grown gray like the ground
Alone and deserted for miles around;
A man brings us water, he's grizzled and browned,
But he's cheerful and happy—and sane!
He stands at the door with his pet coyote,
And he says with a wave of his hand,

"This is Hell's Half-acre, a dreary space
To strangers like you from a city place,
But"—(he smiles, and that smile just transfigures his face).
"It's my home, and I'm proud of my land!"

—Maizie.

This appeared in a Chicago Daily.
Hell's Half Acre is twenty miles from the "O'D" ranch.

All of Our Trains On Time

W. A. Springer, Trainmaster, Chicago Terminals

A very fine motto, but one who is not connected with the movements of trains has no idea of the difficulties that have to be overcome in order to enable us to live up to it. It would be comparatively simple if all that was necessary was to place the train on a straight track with no crossings, crossovers, or side tracks, and allow it to ramble; but every switch, every crossing, every interlocking plant, decreases the possibility of the train being on time. A careful analysis of the causes of delays to trains develops that by far the greater number are caused by delays at interlocking plants. Who is to blame? Naturally suspicion points to the Towerman.

Let us spend a few minutes with the man in the tower and look at his side of it. His job appears to be comparatively simple, with just a twist of the wrist to line up a circuit for the first train that appears; why, in fact, here is a simple little move right now that we could make ourselves if we were familiar with the levers.

That is number 1's back-up down there with 10 cars and they want to crossover on to 2 main. Number 39 is not due for five minutes, so they should be able to get over very easily, so what is the Towerman grumbling about while he so grudgingly gives them the lineup? Surely he would not consider holding them there for five minutes. Why there is no doubt but what they can move three times the length of their train in that time.

But why don't they start? They have the signal! Oh, there comes the Pilot out and he is pulling the cord now. He must have been inside turning on the lights or the steam, or doing some of his other work. Well, they still have four minutes to get over, so they will make it all right.

But why don't they start? The Pilot pulled the cord! I don't see anybody in the cab window, do you? Oh, there is the Engineer. He must have been working on the injector or showing the Fireman how to throw in a fire. Why, yes, that's old John Jones, who has been running an engine for the last 30 years. He still has two and one half minutes left so I guess he will make it. That is, I hope so. But why doesn't he move? Oh, he is moving, but my how slow. He will have to do better than that to get across in time. I wonder if there is anything wrong with his engine. He appears to be sitting there serenely enough. If that Towerman doesn't stop sucking so heavily on that pipe of his he will melt the stem. If Jones made his engine puff half as heavily he would be a mile down the track by this time. If that Towerman would only swear I would help him out, but I am afraid to break the silence,

Goodness gracious! What's that whistle? Why here is number 39, and number one only half way across. I never knew that an engine could move so slowly. There's Jones, must have heard number 39's whistle so he is moving a little faster now.

Well, at last they are over, but it has taken them six and one half minutes to do it. That old Towerman must have known what he was doing when he grumbled before giving number 1 the signal. But I still think that they could have made it, if the Pilot and Jones had been in their positions when they received the signal to go, and Jones had given it to her when they did start.

I never knew it took so long to change a circuit. Everything must be set before he can throw the signal. Well, there it goes for 39 and they are two minutes late. I see the Engineer on 39 is Bill Smith. Whew! How that old boy can swear. I wouldn't take that from him if I was the Towerman. I'd derail his train and then punch him in the nose. And there's George Rogers, the Conductor, with his watch in his hand and looking a hole through the tower. And look at all of the passengers craning their necks and blessing the Towerman. I'd like to stop the train and argue it out with all of them. It was not his fault.

Well, what is our next move? There is number 7 down there and they want to cross over onto 2 main, but number 19 is due here in three minutes so I guess they will have to wait. For the love of common sense! The Towerman has given them the signal without hesitation! That man must be crazy. How does he expect them to get over in three minutes when it took number one six and one-half minutes?

Well, it is too late to stop them now. They started as soon as the signal went up. And look at them step along. Why they are over already; and there is still one minute before number 19 gets here. And will you look at that Towerman! He is actually smiling! And that look in his eyes! You would think that Ed Stevens, the Engineer on number 7 was his own son. He evidently knew that he would just hop right across when he gave him the signal.

Now, who is to blame? Mr. Pilot, Mr. Engineer, Mr. Conductor, are you one of the characters in charge of the moves that we were watching from the tower? If so, which one do you believe you represent. Be frank with yourself. When approaching an interlocking plant, are you at your post and in a position to go when the signal is given? And when you get started, do you move just as fast as all due regard for safety will permit? It is a common occurrence to stand near an interlocking plant and watch

trains that have been given the board take from one to five minutes to get under way, because someone in charge of the train was not alert and ready. When a race horse comes to the barrier the jockey does not stop to adjust his saddle, eat a sandwich, or light his pipe. If he did he would be trampled on by the horses crossing the finish-line, before he got started.

Mr. Engineer, before you curse a Towerman for holding you, stop and think of the last time you made a crossover movement at this point, and ask yourself whether or not you made the move as rapidly as possible with all due regard to safety. You may have more time than you need to reach your destination, but the Towerman may have three or four moves to make in rapid succession and is relying on you to clear the plant as rapidly as possible so that he may delay no other trains. If you pass over the plant languidly and fail to live up to expectations, the next time you come to the plant the Towerman is naturally going to judge you on your past performance and hold you until he is sure that you have more than enough time to get across without causing his lineup to fail.

If you were at a boulevard intersection in your automobile and the stop sign was against you, you would have your car in gear and your foot on the accelerator ready to go, because you know that if you are not the sign may change again before you got started, and a policeman would arrest you for blocking traffic. It is much more important that you be on the alert waiting for an interlocking signal because it costs so much more to stop and start a train than it does an automobile, making it imperative that we stop as few as possible.

Railroad men have a reputation for having initiative and self-reliance. In fact, it is the many opportunities that they have to assert these qualities that makes this occupation so interesting. The operation of a railroad is without doubt the largest enterprise requiring as little supervision that it does for the large territory that it covers, so it is imperative that its men be self-reliant and have initiative. The absence of dominating supervision should make each individual cognizant of his own responsibility and to realize that it is only by hearty cooperation that we are going to be permitted to tell the world that all of our trains are on time.

True to Form

The girl reporter accepted the editor's invitation to dinner, and when asked how she enjoyed it, said:

"Oh, fine; but I'll never go to dinner with an editor again."

"Well, the dinner was fine, but he blue-penciled about three-quarters of my order."—London Opinion

THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor.
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Things To Think About—They Make Good Talking Points.

In communities distant from industrial centers, high freight rates are often given as the reason for the high retail prices charged the consumer. And these comparisons are particularly used by certain groups interested in bringing about rate reductions; while, as a matter of fact the citizens of towns some distance away from the source of supply are principally concerned with the ability of the railroads to regularly and expeditiously move the various commodities needed in daily life. They must have food stuffs, building material, wearing apparel, fuel and the countless items that go to round out the present standard of living. The fact that it costs something to move these commodities over long distances is really not so important to the consumer as the fact that they are moved and transportation promptly and regularly effected, day in and day out; for in the last analysis he is more interested in this latter phase of the question than in the former. For instance, the man in New York enjoying his slice of ham at the breakfast table will not be so likely to criticize the railroads for their charge of 7 mills a pound for hauling the ham many hundreds of miles to that city, as he will to wonder why ham, that sells for 24 cents a pound in Iowa should cost him 50 cents a pound in New York. It certainly is not the freight rate.

The citizen in the west investing in a new pair of shoes is not likely to complain because the railroads' charge for hauling the shoes from Massachusetts amounts to 5 cents; or if he buys a hat, say, in South Dakota, he will not register a protest because the railroads charge something over 9 mills for hauling the hat from the factory to his home town. Again, the high price he pays for the article is not effect of the freight rate.

Suppose that for some reason the railroads were, for an indefinite period, unable to perform their huge task of moving supplies of various kinds to points of consumption.

Everyone knows what the result of that would be. Prices of all commodities would rise as the supply on hand diminished, and consumers would be willing to pay almost anything to obtain the necessities of life. Now, railroad service does not just "happen." It is maintained at its present high standard by reason of competent and constant supervision and the co-operative efforts of all officers and employees who are

trained in the various branches of the transportation industry. It is not sufficient that the railroads shall take care of the requirements of today, they must prepare for the demands of tomorrow, of next year and so on. A railroad whose facilities are "a tight fit" for the business handled this season will be embarrassed next season when the greater tonnage that is bound to develop under conditions, is offered. Therefore, provision must be made for adding to facilities of all kinds. New equipment must be contracted for, enlarged terminal facilities planned, additional sidings and passing tracks laid out, shops enlarged, new machinery provided, etc. This all requires capital, and this capital can be borrowed only when the railroads' credit is good; in other words, when they are earning enough to meet all obligations with something left over.

* * * * *

In the last year or two the statement has frequently been made that earnings

Railroading a Career for Americans.

President Gray of the Union Pacific System Says:

The railroad business is a business of action and movement. What boy is not fascinated by the monster engines, the handsome passenger trains, the long, sinuous freight trains? Railroading is nothing if not romantic.

Railroading is more than a business. It is a profession. It is not something to be picked up, today and laid down tomorrow, to tide men over between jobs. It is a life work and men must specialize in it until they reach a high degree of proficiency.

The discipline is rigid. During the war, railroad men made enviable reputations for themselves, because they were accustomed to obey orders and to work with other people. They were self-reliant, resourceful and progressive.

The railroad business produces self-made men. Nearly one-half of the officers of the United States railroads, entered the business before their eighteenth year. Practically all of the executives started at the bottom. The field is still open for the right kind of men.

Fascination and romance are there; opportunity is there—opportunity for advancement and for service to one's fellowmen.

of some railroads amounted to a certain percentage which would enable them to pay 10 or 20% or more as dividends. It is true that some of the more favorably situated railroads, principally in the east and south have enjoyed better financial returns than many of the other railroads; and that their net operating income if applied as a whole to dividends, would approximate a percentage as quoted. But under the provisions of the Transportation Act of 1920, interest on bonds, notes, rental of leased lines, and some other miscellaneous deductions must be made out of operating income before dividends are considered; and on many lines the net operating income was barely sufficient to meet these fixed charges. However, if the net operating income were sufficient to meet these charges and leave a balance, this balance, as every responsible business man knows, could not altogether be applied to dividends. Out of this balance, capital expenditure must be provided for, directly or through the accumulation of a reserve fund to establish credit.

Good Times Coming

There seems to be a widespread and growing belief that this country is up and on its way again; that it is about to enter upon a period of prosperity and "good times". Like orphan Annie who when she received her first invitation to a party, clapped her hands and jumped up and down shouting, "Oh, a good time coming and Annie is in it", the railroads are looking forward to the good time and to being "in it". If the country is prosperous, its railroads must be prosperous, as well, in order that prosperity may function 100 percent. The past four years have been full of vexing problems and almost unsurmountable difficulties; but notwithstanding it all, the accomplishment under any and every drawback, has been remarkable. The year 1924, with its record volume of business has demonstrated the ability and resourcefulness of railroad management; there has been no car shortage, and notwithstanding the fact there were few more cars or more locomotives than last year, the railroads have met all demands and handled more traffic than in any other period of their history.

This has largely been brought about by the efficient teamwork of railroad employees who have shown by their achievements, a greater interest in the successful operation of the railroads than ever before; and by effective co-operation of shippers through the Regional Shippers' Advisory Boards, organized throughout the country, which get together and do all they can to help each other and the railroads. The results as shown in the volume of business handled with expedition have been marvelous.

These Advisory Boards are organized into committees which constantly keep in touch with shippers of all classes and with the officers of the different railroads and managers of the Car Service Division of the American Railway Association; and by this means the railroads are kept advised of the needs of shippers so that they are enabled to distribute cars equitably and to get the maximum service out of the cars. Such efficiency as has been demonstrated by these methods, this fall, is evidence enough that cordial co-operation of all the factors in the transportation problem will do more than legislation and enactments of governing bodies to bring better conditions to the railroads and to the interests they serve.

It seems reasonable therefore, to hope that with the return of "good times", with increased business and revenues, with all possible economies in operation with complete co-operation among employees and between officials and employees, the railroads will pull themselves out of the hole and get back upon a paying basis again.

President Byram, in his Holiday Greeting to The Milwaukee Organization this month, gives due credit to the loyal co-operation and earnest interest in the company's welfare of the personnel, and with a continuation of that spirit and redoubled effort, we may well look forward to the "good time coming" with a fair hope for The Milwaukee to be "in it."

Meditation in C Minor

"I suppose she gave up music when her husband died?"

"No, she still plays, but only on the black keys."—Union Pacific Magazine.

An Employment and Personal Record Bureau of a Large Railroad

By G. R. Morrison,
Superintendent of Employment,
Chicago, Milwaukee & St. Paul Ry. Co.
This department on various roads is known as:

Staff Recorder of Personnel.
Manager of Personnel.
Chief of Staff Records.
Employment Bureau.
Department of Personnel and Public Relations.
Personal Service Record Bureau.

Articles have been ably written on the science of railroading, but the subject, to cover all its phases, is so inexhaustible, that many of the departments that co-ordinate in the undertaking cannot be given the fullest exploitation.

It would be too voluminous to attempt to describe the entire evolution of transportation during the past few years. The object of this article is to make clear, in a measure at least, the function of the department of employment and personnel of a large railroad.

In the earlier day of railroading, the forms of personal record were rather primitive, discipline being applied in some cases ruthlessly, without hearing, and in some cases unjustly, no consideration being given the recording of entry to service nor of the correct recording of events in connection therewith, either commendatory or otherwise.

In later years, the importance of an improved and advanced system became apparent and most of the larger railroads, as well as other corporations, adopted a centralized personal record bureau resulting in the uplifting and improvement of the personnel.

The department of personal record and discipline has advanced correspondingly with the various other departments. Today each case is given a thorough and unprejudiced investigation, any proposed discipline requiring the approval of the General Officers.

Previous to this record centralization, each employing officer on a railroad kept the record of his own men and at that time few, if any, references were required. In consequence, undesirables were entering the service because of lack of information as to character, ability and previous service with former employers.

Differentiating between the demerit of record, and what was known as suspension from service system, depending on the severity of the offense, as

Suspension from service,
Dismissal,

(the suspension from service being anywhere from ten to sixty days, administered, as a rule by the division officers), is the method of recording the facts in connection with the offense.

The primary purpose of establishing this bureau was not only to maintain a fair disciplinary method, but at the same time, to relieve the employees and their families from the loss of pay and consequent hardships necessary as a part of the old plan where actual suspension was practiced in case of necessary discipline.

This new method of discipline, bringing together in close association the employer, employee and the public, and a centralized Employment Bureau on this line, as well as method of recording events, was established by Mr. H. E. Byram, President of this Company, and it has proven a fruitful source of value to both employer and employee, and in-

directly to the public for the following reasons:

The Employee—In permitting the selection of men who are good associates for them and in excluding those who are of ill character or reputation.

The Company—Because this historical record gives better opportunity to select capable men for advancement as qualification for such are exhibited. Promotions follow intelligence and industry.

The Public—In being given intercourse with the class of employees who will give to them—an always desirable asset—courteous, intelligent and satisfactory service and treatment.

A description of the new method is below noted:

Demerit Records and Meritorious Acts are recorded. There is no administration of discipline by suspension from service.

The authority of the General Manager is required in all cases where dismissal is involved, although Division Officer may take such action in extreme cases, as for intoxication or insubordination.

Records for all divisions are kept in the office of the Superintendent of Employment Bureau at Chicago, a copy is kept in the office of Division Superintendent.

The method permits the company to have the recorded facts pertaining to each and it is of great value to the men themselves as to their service, conduct and welfare, because they make their own history. Meritorious or commendable acts are recorded as well as disciplinary features in connection with acts or omissions of employees.

After a number of unsatisfactory entries appear on the historical sheet, the attention of such employee is called to the history he is making for himself and he is admonished to exercise more care; thus impressing upon him the Company's willingness to give him the opportunity to do better and in many cases this method is impressive and brings about a reformation of the man's apparent carelessness and often assures him continued service, giving the Company a more trusted and efficient employee.

Meritorious acts recorded are given consideration in summing up a case.

Offenders are in every case given a hearing in presence of Division Officers and Committee Men or others whom they may desire.

Investigations for entries on the records where Train, Engine and Yardmen and Station men are involved are handled by the Division Superintendent with the Superintendent of Employment Bureau. Serious cases, where dismissal is considered, are handled through the General Superintendent and the General Manager.

No action taken by the Division Superintendent without approval of above officers.

The offenders are furnished a copy of notice of action taken and acknowledgement is required.

In taking action the severity of the discipline is measured somewhat by the man's own record. Employees are also given a copy of any recorded commendable deed or meritorious action.

This method of procedure is applicable to

Trainmen,
Enginemens,
Yardmen,
Telegraphers,
Linemen,
Switchtenders.

While the division officers of various departments employ their own men, such applications are submitted for approval to this office for acceptance or rejection, after a thorough investigation is made as to habits, character and previous record with other lines or concerns.

The requirements for employment are:

- Education.
- Physical examination including color perception, visual power and hearing, conducted by the Chief Surgeon.
- Standard rules examination (oral and written).

If a candidate is accepted an index card is made, registering thereon the applicant's name, birth, date of entry to service, occupation, and following thereon is noted historically his performance as indicated in another paragraph of this article.

Re-examination on standard rules and air brakes is required every two years for those who have to do with the handling of trains.

The Employment Bureau on this line works in close relation with the Chief Surgeon's office as to physical examination. The Chief Surgeon reporting to this office all examinations, which are recorded.

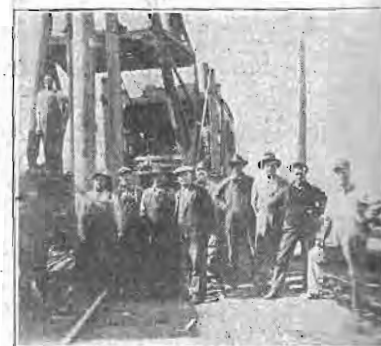
After passing the initial physical examination there is no further requirement in that direction until the subject attains the age of forty-five (unless particular ailment develops that might require further examination). After reaching that age, partial examination on visual power, color perception and hearing is conducted every three years for those who are not required to wear glasses on duty. Re-examination on visual power, color perception and hearing is required once each year, or oftener, if needs be, for those who are required to wear glasses on duty.

For all promotions—continuance in service—physical examination is required. Physical examination is required for train, engine and yardmen, engine hostlers, levermen and switchtenders.

Upon termination of service, a certificate of service, if requested, is provided stating the facts briefly, of cause of such termination. This certificate is issued only through the Office of the Superintendent of Employment Bureau.

The records in this office comprise the entire Eastern Lines of the Milwaukee System.

A bachelor says that if he had to choose between two evils he would marry the one that had the most money.
—Chicago News.



Wm. Wetz and Pile Driver Crew and Mike Hartnett, Bridge Crew, Freeport, Ill.



SPORTS



The Sports Editor was pleased indeed to hear from Madison, Green Bay, Milwaukee and Chicago. He is wondering why St. Paul, Oshkosh, Dubuque, Miles City, Butte, Aberdeen, Seattle, Tacoma, Des Moines and many other cities in the Milwaukee family do not let us have their sporting news. You correspondents of the various columns can do a lot to make our sports' page one of the greatest of any employees magazine. Separate sports from your regular column and send to the Sports Editor. We never receive any news from the lines west, come on brothers join us and let us have the results of those hunting and fishing trips, bowling matches, base-ball, foot-ball, basket ball games and any other sports you may participate in. This is your magazine and we want you to make it one of the best. One cannot do it all but if each one does his bit the combined efforts will show results. Let's go!

Odds and Ends of Chicago Bowlers

Another month has rolled around and the boys are still toppling them over. Everyone is happy and we are wondering who at this writing will win the turkey.

Dale has finally managed to reach the coveted 200 mark, he knocked them down for 202 the other night and surprised himself as well as every one else. Guess he must have killed the black cat.

Fred Stowell has again decided to participate in the National Winters Sport and will be seen in the Comptrollers line-up hereafter. Welcome to our organization Stowell.

The Assistant Comptrollers have been reorganized and their lineup now consists of Barry, Gutfahr, Snyder, Gannon and Amerson. Look out for them now boys they are out to win.

Joe Krizek is now leading in high three games with a nice count of 634 with consistent games of 216, 216 and 202. Nice work, Joe.

After rolling two games both being of a mediocre count fans became peeved and then started to crash the pins and after the bombardment had ceased it was found that he had set a new high mark of 258. Something for the boys to shoot at.

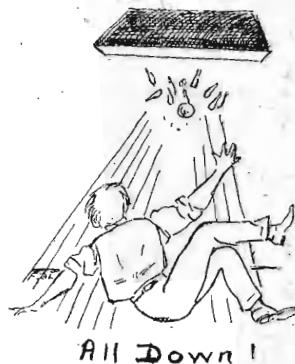
It seems as though our President Mr. Knoll just can't keep out of this column. Why? 435.

This month's steam roller—Kaveney 89-94.

We have not seen Lipperts' or Peters' face in Car Accountant's No. 2, lineup lately. How come boys?

It is rumored that Miss Donnelly of the Accounting Department is developing into a great bowler. The other night she rolled a high score of 49 and had 6 in the fifth frame.

Tommy Gavin's back up must have been working exceptionally good Nov. 10, as he toppled the maples for a 623 series with 256 as his high game which



places him in second place for individual series and individual high game.

It is understood that Joe Burke has been on the sick list lately and that he will be unable to bowl any more this season. We are all sorry to lose you Joe but wish you a speedy recovery.

Car Accountants No. 1 set a new three game mark of 2775 to knock off. Not so bad but look at Green Bay's mark of 2900.

C. M. & St. P. Railway Bowling League of Milwaukee

Glancing over the scores bowled November 3rd, it is surprising to note the number of low marks made and here and there a 200 score booming up. The wonderful autumn weather we have had may be one reason.

The Car Department team should be congratulated on their fine bowling

against the Telegraphers. There was no mercy shown. 1st game 938 to 734, 2nd game 882 to 713, 3rd game 846 to 750, with a tie score in the 3rd game by the Telegraphers being awarded 96 pins for a handicap. Captain Brock slipped in a winner. With a little judgement, Captains could line up their teams on a more equal standing and help to reduce large handicaps.

Doc Nolte and C. Klug are giving the boys a good run. Doc leading with an average of 192.6 on November 3rd, his scores for the evening of October 27th were 217, 225, 238—Total 680, which gave him high 3 games. It may be hard to duplicate, but Charlie Klug may surprise them all. A good chew of Nigger Hair, a silk shirt and Charlie is all set.

Our Janesville Friend Naser is making preparations for a big time in Janesville when the Milwaukee Road Bowlers visit his home town to bowl in the 4th Annual Bowling Tournament. Now is the time to make your plans on how much you will do to boost this tournament, get hold of some of your fellow-workers whom you know will be good organizers and have them scout the different departments, build up teams and send them to Janesville, Wis., the town that is waiting for us with a big welcome. It is your duty to help.

Store Department's Captain T. Smith, Shop Accountant's Captain Charles Pfannrstill, are the newly chosen captains for the season. Watch them closely, they tell me they are confident of landing first place. Quite hard for both teams to be on top. What's that you said, Gus?

Our "Sports Editor" for the Magazine, tells me he would appreciate good sport news not only in bowling but in any line of sport. Remember this takes in hunting, fishing, baseball, golf, foot-ball, bowling, etc.

Secretary Forester certainly has patience with the team captains. Score books in a number of instances are not totalled complete as instructed. Perhaps you may have better success by reminding the "Caps" through the news column of our magazine. So here's hoping E.O.F.

Unfortunately one of our teams, the "Ticket Agents" are minus a good bowler and plugger, the man with the "Indian Howl" who won a good number of the team's games last season with his wonderful whoop. Ambrose—That's him. Ambrose is hard at it selling tickets on the night shift and cannot broadcast his voice on 35th and Lisbon on Monday nights as in the past.

Captains won't you please send in news and get your league well advertised in the sporting column.

Nicky Diel injured his main bowling finger and was benched for a few weeks but is toeing the foul line again for the Shop Accountants.

C. M. & St. P. Ry. Bowling League MOTTO—1924-1925.

"He who arrives early on Monday nights shall use his favorite ball and defeat other Pin Knights."

Bowling League of Green Bay

The Chicago, Milwaukee & St. Paul Railway Employees Bowling League opened its second year on September 22nd, 1924. J. T. Dinwoodie was elected President and Peter Larscheid, Secretary. Our membership of six clubs of last year was augmented by four new clubs making our league up in this neck of the woods a real league of ten clubs. The Superintendent's Office is represented by two teams, Superintendent's No. 1 and No. 2, the Warehouse by Teams No. 1 and No. 2, with the Dispatchers, Freight Office, Car Department, Store Department, Yard Office and Machinists each having representation.

The Car Department so far have been hitting the maples pretty consistently and hard, and just at present are heading the procession, but we all promise them some real competition before it's all over, it's still two more times around.

Dinwoodie and his champions of last year, after a bad start are beginning to show class, he is not letting that Car Department get too far ahead of him.

Superintendent's No. 2 are showing the spirit, they are fighting for every game, keep up the good work, remember last year, it don't pay to be champions of the cellar when it's a dry country.

Understand Ballard has a pair of bowling shoes for sale, your bids are solicited, they should be a big bargain judging by the size?

There are some good scores rolled this year almost too many to enumerate. If I were to give the scores of all the boys who rolled over 200 for one game and over 600 for three games, it would occupy this whole sheet and leave room for nothing else.

We have some league this year, consisting of ten teams. Last year we only had six teams.

The Car Department seems to be the best team in the league as they have held first place from the beginning, but the Dispatchers are coming close behind them and there is going to be trouble when they meet. Looks like the Car Department will come down a notch then Ballard's team started out good too, but they met with a slump, they will come back again though with Howard Hart re-inforcing them. The Yard Office is making a notable showing also, starting as it were from the bottom position. Lande with his quick curve ball is coming fine. Good luck Cliff. You ought to see Hyska bowl, lightning has nothing on his ball. He has to pay for 3 pins he smashed last week. Larscheid seems to think he is going to roll high score pretty soon says he will wait until after the handicap is changed.

Minneapolis League Chatter

By C. Behr

Chicago, Milwaukee & St. Paul Ry. Bowling League organized and began its schedule September 17th, with the following six teams:

Superintendents,
O'Brien Tigers,
District Accountants,
Enginemen,
Store Department,
Machine Shops.

The following officers were elected:

H. Lindberg, President
R. Ekman, Vice President
C. Behr, Sec.-Treasurer.

Several good scores have been turned in to date. H. Lindberg producing the high game of 265, and high total of 660.

H. Collins joined the league October 1st and helped his team by tying for second high with Rube Ekman with a score of 244.

Geo. Hupp is now bowling with the Enginemen and materially strengthened the attack with his newly developed "hook" ball.

Larry Graves came through with 244, October 29th, and totaled 614, showing they are all getting the habit.

Tobin of the Superintendents' team has more fun on Wednesday nights than all the rest, always working hard. That's right "Toby", keep it up you'll succeed.

The Store Department could stand a little more power on their spares, keep on going, boys, a little practice will help.

Is everybody getting in trim for Janesville next spring?

Let's all get together and boost for our Fourth Annual Tournament. Let "BOOST" be our motto.

Chicago Bowling League Standing

Teams	Won	Lost	Average
Car Accountant No. 1	21	6	883
Ticket Auditor	18	9	870
Auditor Station Accounts	17	10	863
Freight Auditor	16	11	840
Comptroller	14	13	841
A. P. E. Bureau	9	15	793
Car Accountant No. 2	7	20	798
Assistant Comptroller	3	21	744

Individual Average

Player	Games	High	Average
1. Faus	27	237	188-5
2. Krukrei	15	222	187-10
3. Krizek	24	225	185-7
4. Treskett	27	233	184-7
5. O'Shea	27	243	183-4
6. Gavin	27	256	182-13
7. Specht	27	212	180-2
8. Lippert	9	230	179-2
9. Dale	9	230	179-2
10. Gumb	24	222	178-3

HIGH SINGLE GAME

Car Accountant No. 1	2775
Ticket Auditor	2753
Auditor Station Accounts	2690

HIGH TEAM AVERAGE

Three Games	
Car Accountant No. 1	101
Ticket Auditor	992
Freight Auditor	948

HIGH INDIVIDUAL AVERAGE—

Three Games

Krizek	211
Gavin	208

HIGH SINGLE GAME

Faus	258
Gavin	256

Standing of Minneapolis League

Teams	Won	Lost	Average
Store Department	6	21	796
Enginemen	19	8	848
O'Brien Tigers	18	9	846
Machine Shops	16	11	840
Superintendents	14	13	808
District Accountants	8	19	824

Individual Average

	Games	Average
Behr	15	181
Ekman	27	176
Newirth	21	176
Collins	21	174
Jones	15	174
Hupp	6	173
Nelson	27	171
Longley, C.	27	170
Lindberg	26	169
Graves	27	169
Ritter	27	169
O'Connell	27	169
Longley, F.	24	169
Johnson	24	169
Siegler	18	169
Prose	27	168
Spencer	21	167
Tadsen	24	167

Green Bay League Standings Nov. 12th, 1924

Teams	Won	Lost	Pct.
Car Department	20	4	.838
Dispatchers	17	7	.709
Store Department	14	10	.588
Superintendents No. 1	13	11	.541
Superintendent's No. 2	13	11	.541
Yard Office	12	12	.500
Machinists	10	14	.411
Freight Office	9	15	.315
Warehouse No. 1	9	15	.315
Warehouse No. 2	3	21	.125

High 3 game—Dispatchers 2900
Individual 3 game—R. W. Held 639
Individual high single game—John Hendricks 262
High single game—Dispatchers 1006

Highest Averages

Name	Games Played	Average
Fred Krug	24	184
Howard Hart	3	182
R. Margraf	24	182
L. Hynes	18	180
H. Peterson	24	179
J. Henrichs	24	176
R. Zimmerman	21	176
P. Malerle	24	170
P. Larscheid	24	167
C. Lande	24	165
E. Leininger	24	165
J. Christianson	24	163
E. Soboda	24	164



THE WATCH YOUR STEP CLUB

Let's all of us
Join in fancy
A club that
We will call our own
And it will be
For you and me
The safest club that's known.

We will call it
The "Watch Your Step Club"
And our Motto will be "Look Out"
And our pass word will be "Safety First"
No matter what we are about.

And when we meet
At the cross roads
We will know each other sure.
For we will stop
We will look
We will listen
"Safety First" will then endure.

Mrs. M. J. Rassmussen.
1353-5th Ave., Marion, Iowa.
(Wife of machinist at Atkins)

Application of Safety First To Every Day Work

Mr. Veitch as temporary chairman of the Idaho Division Safety First Committee asked me to prepare this paper on the subject of the application of Safety First to the every day work of section foremen.

The first thing for the foreman to do on arriving at his section headquarters to begin the day's work is to look over the tools that are to be used during the day and see that they are in safe condition for use. Take a look at the motor car or hand car and see that everything about it is safe and that tools placed thereon will not fall off and derail the car. If it is necessary to go around bad curves where the view is obscured, and there are no automatic blocks to indicate the approach of trains, the foreman should get a lineup of trains to enable him to get out to where he is going to work. He should also see that he is provided with proper flagging equipment. Before starting out, know that the men are so located on the car that they will not fall off or slide off, if a sudden stop is made. If work is to be done that will require putting up a slow order to trains, this should be done as early as possible, the day before being the best time to notify the dispatcher.

In going to work, he should avoid excessive speed with motor cars, not running faster than 15 miles per hour and on curves should be prepared to stop within half the distance he can see ahead, to avoid collisions with other motor cars. If there is any doubt as to it being safe to go around any curve he should send a flagman ahead with a red flag to slow

down approaching trains or to signal back to the foreman if it is safe to proceed. While waiting for the flagman to go ahead the foreman must keep a close watch to the rear.

On arriving at the place where the car is to be taken off of the track, the foreman should see that the men are distributed about it in such a way that none would be injured in taking it off the track. Cars must not be left on crossings.

If any work is to be done during the day that will make it necessary to protect trains, foreman should put out the necessary slow signals or flagmen. Flagmen must be men who can speak the English language and who thoroughly understand what is required of them. During the day, the foreman should stay with his men as much as possible to see that all work is done in a proper and safe manner and that inexperienced or careless employees do not injure their fellow workmen. Keep a sharp watch for trains and know that the track is safe when they are due or approaching. Instruct the men to stand well away from passing trains and to look ahead so that anything that may fall off will not strike them. Notice if anything is dragging or out of order on passing trains and make an effort to stop the train if any unsafe condition is noted. If trains do not properly observe slow signals, or if engineers are negligent about sounding the whistles where required, a record should be made of the train number and the time it passed, and a report be made of it so that the offending employees can be properly instructed. At the close of the day, see that materials released from

the track and those that have not been used are piled along the track at a safe distance from the track so that other employees working along the track during the hours of darkness may not be injured by falling over them. If necessary to leave them in such a condition that they are not safe in yards, or near switches, the condition should be covered by a slow order and protected by lights.

In returning home at night, the same precautions for safety should be taken as in going to work. It is not generally possible to get a lineup on trains at that time so it is probable that more flagging will be necessary where the view is obscured.

All foremen should have a general knowledge of first aid in order to care for their men in an emergency as well as for their own protection. Small cuts might become infected and should not be neglected. In case of accident proper reports should be rendered promptly as required by the rules and no injury should be permitted to go unreported as slight injuries sometimes result seriously.

C. F. Allen, Roadmaster,
Idaho Division.

The Human Element In Safety First Chairman and Members of the Safety First Committee:

In connection with your request to read a paper on some Safety First subject, I have chosen the following subject: "The Human Element in Connection with Safety First".

The different angles from which Safety First movements should be viewed are voluminous and from a personal check of the many different things that enter into its efficiency, I feel that the movement as a whole is not considered as seriously as it should be.

A slight injury, due to carelessness on the part of some employee, is viewed in the trend of natural events, and Supervisors and fellow employees do not follow up in detail as they should on this particular case. It is a problem for all concerned, as to what the proper method should be to approach the careless offender. At Tacoma Shops, we have tried different methods. One method was to bulletin the nature of the injury and the name of the party concerned, showing just how the injury occurred, and whether it was the result of carelessness on the part of the injured party, fellow employees, or defective or improperly handled equipment. This method, while applicable in some cases, and bringing good results, did not apply in several cases. I can recall one instance where one of our oldest employees received a slight injury, and his name was posted in connection with the accident on the Shop Bulletin Board. He was too sensitive to accept the criticism that was given him in a joking way by his fellow workmen, and, after personally investigating the affair, I was firmly convinced that we could not properly handle the matter if it's entirely under this rule.

Consequently, we eliminated the name of the injured employee on subsequent bulletins, but stated the facts otherwise.

The duties of supervisors and employees, especially supervisors, is to seriously study the individual nature of the injury, the cause for same, and handle the situation as befits the party responsible.

Another item in connection with this matter is to instill the thought among the employees and others connected with the shop operations, that our local organization should rank second to none on the comparative statement that comes out each month from the different divisions—in other words, if we can make a showing for the month better and above that of other divisions, it will show that we have a pride in the Safety First movement, and that everyone is vitally concerned in Safety First.

It should be the duty of the heads of departments and subordinate supervisors to call to the attention of the careless individual practices that may result disastrously to himself and others. A careless workman using defective tools or setting up defective equipment to perform his various duties, should be immediately advised of his delinquencies not only by supervisors but by his fellow workmen.

Much good can be obtained from this method.

In accordance with the above recommendations, it has been our practice to post bulletins from month to month in the various departments, showing the number of injuries resulting on this and other divisions; comparing them with the previous month and showing either the improvement made or bring out specifically the increase in the number of accidents. I believe that this method will bring some good results, as our employees as a whole have a natural pride in their shop organizations, and certainly should be anxious to use all the precautions necessary to avoid injuries and make a good showing for their division.

We have numerous accidents that occur outside of our shops during working hours, from different sources, such as wrongly piled material, defective roadways, high-speed automobiles, loose lumber piled around with protruding nails and in fact hundreds of other cases which are too numerous to mention. These can be eliminated to a great extent by personal touch with the different parties responsible for same, and I might add that, when approaching such careless employees, and others in connection with the different subjects referred to, we should bring it to them from a point of constructive criticism other than adverse criticism as we are all more or less prone to resent criticism in any form.

I feel that the Safety First movement as a whole is a matter of very close cooperation between the employees and supervisors, and if we, as officials and supervisors, can convey the thought to employees and others, that it is our heartfelt desire to eliminate accidents from the humanitarian standpoint rather than the monetary standpoint, we will accomplish a whole lot. We should not ridicule an employee when he brings in a Safety First suggestion that might appear for the moment of no consequence, as it is very easy to discourage the average man if he feels that we do not take his suggestion seriously.

In summing up this paper, the thought I wish to convey is that the heads of

any department cannot get the desired results, if he does not study the individual very closely, and take into consideration the human element.

J. A. Wright,
Division Master Mechanic,
Tacoma, Washington.

Your Job

Your job is the best job you ever had. It commences where all its predecessors—whatever their compensation—left off, and is thus nearer tomorrow than they.

Your job is the path which leads through the morass of routine mediocrity, up the sanded slopes to the sunlit peaks of success.

Your job, to carry you farthest, requires the fire of ambition and the light of steadfast ideals.

Your job is your life during the greater number of your waking hours. Dare you hold it lightly? May you at once be false to the job and true to yourself?

Your job will serve you well in return for your respect and honest devotion—ask of it what you will. It will provide food and shelter, it will give you a fire-side for dear ones. It will instruct you, and educate your children. It will give you the fellowship of good books, and eventually offer you, in mellow years, the leisure for enjoyment of travel, art, music—dreams.

Your job—when your time comes for passing on—will have chiseled your record on the monument of time.

And other men shall judge you, today, tomorrow and hereafter, by the inscription.—Franco.

Banner Day for Business in Chicago Terminals

Sunday, Nov. 16th, Chi. Terminals set a new record for cars handled in and out of the terminal, the numbers of cars being 7423. Being a Sunday, a day when we cut our yard power down below that of week days we had 97 eng. shifts working in the entire terminal. The run of stock was a good one as we handled 700 cars to the U. S. Yards besides those sent to the I.H.B. for eastern connections. The first stock train arrived at Bensenville at 4:30 P.M. and the last one at 3:50 A.M., Nov. 17th. The first stock departed for the U. S. Yards at 4:50 P.M. and the last at 4:20 A.M. The handling of empty stock cars was also a good showing as we had five trains, consisting of 90 empty stock cars each, out of the terminals between the hours of 2:35 A.M. and 9 A.M. The supervising officials who were carefully watching the operations were trainmaster H. E. Sittler stationed at Bensenville where the stock arrived off the road, trainmaster E. E. Johnson at U. S. Yards where we deliver the stock and take away the empty cars and Asst. Supt. of Terminals W. F. Ingraham visited Bensenville, Galewood and Western Avenue overseeing the work at all points. The empty stock cars were returned from the U. S. Yards to Western Avenue where they were switched into trains to be sent out on the road to be loaded again. The number of cars received at the U. S. Yards from all roads was 2700 of which the Milw. had her share. Every employee who had any thing to do with making Sunday, November 16th, the biggest day for business in Chi. Term. for this rail road must feel that it was his special efforts put forth that helped in doing this. Even those who have been in the terminals for

years acknowledge that they would not have believed that the volume of business handled this day could have been done with out the aid of the Humps, which all concede add much to the cost of handling cars in the terminal. But it was done and without the Humps as they have not been operated for months. While the supervising officials are high in their praise for the splendid team work that exists in all departments the employees feel that their best is the least they would care to offer when they know it is appreciated by the officials of the Best Railroad, "THE MILWAUKEE."

"Back In the 1900's"

On the Escanaba Ore Route

By Skookum

You may travel and work a good many years in any one community and never meet up with a bunch of men with such appropriate names as were in the service on this line at one time. For instance we had conductors Cobb, Bean, Black, Wood, Rafter and Bird for the "Milwaukee Ry."; conductor Joyce for the E. & L. S. We had stations named White and Wells. The E. & L. S. Ry. at that time was under the supervision of the late W. E. Wells, Supt. and J. W. Ross, Dispr., both have since passed on to the great beyond.

There were times during the ore movement, when the line itself presented a real "Commodity" for instance. Extra East, Black will meet Extra West, Bird at White, Black invariably balked on meeting anything white, especially such a small thing as a "Bird." No objection to meeting a chicken at any time.

Then there was Extra East Bean and Extra West Cobb will meet at Cornell. Bean said he was always welcome, but Cobb without the Corn was "Punk".

The meeting of this tribe was immediately christened among other train and engine men, as the "Vegetable Compound." Wouldn't this "Rass" you—

Of course conductors Rafter and Joyce quite agreed upon any old meeting point until Wood nosed in and then it was a lumber yard. We had bean soup, black bird pie, white lamp black, 2 by Rafter and 4 by Joyce. Wells with water, and some without. When I say without, that's just what it means. In the fall of 1902, some contractor took the job of drilling a well at Ralph station at which point the R.R. Company had figured on putting up a large water tank to supply the locomotives then operating between Wells and Channing. The contractor drilled for two months and was in solid rock formation to the depth of 832 ft. On several occasions he came in and wrangled with Mr. Wells telling him that he was running behind and working on a losing proposition, but the boss said: "You are under contract and I must hold you to that just like any other business proposition." The poor fellow walked out of the office and down the track, talking to himself. I overheard the following remarks:—"It sure is tough to drill a well that produces neither water or money—but I'm going back and drill that well, if I have to drill to H—"—and the last I heard of the place the well and the town are both dry.

"And your friend really married his typist. How do they get on?"

"Oh, same as ever. When he dictates to her she takes him down."

—The Bulletin.

What Can Be Done to Reduce Preventable Accidents

By C. L. Emerson, Master Mechanic, Chicago, Ill.

Before entering on the discussion of the above subject, which offers much in the line of suggestions, let me first give you the definition of the two important words contained therein, viz. "Accident" and "Preventable".

Webster defines the word "Accident" as an unforeseen event, and the word "Prevent" as to hinder or eliminate.

The two words, "Preventable Accident", with these definitions, would then resolve into hindering, or better still, eliminating unforeseen events.

Suggestions which follow are applicable to all industries, but the references are made in particular to our railroad.

We all know that a very large majority of all kinds of accidents on railroads are due to failures of the human element in operation.

Eliminate this factor and there would be but few, if any accidents.

This may appear to be quite an impossibility at first thought, yet statistics of the last ten years show that accidents on the whole have been decreased among our employes from 25 to 35 per cent in number.

This may be traced directly to the Safety First movement.

From this remarkable showing it is not unreasonable to assume that we can attain the seeming impossible, and make this railroad one with a record of a minimum of accidents or better, with no accidents at all.

In this statement I refer to personal accidents resulting from carelessness.

To my mind, every such accident is a preventable one.

That is a broad statement to make and will perhaps call forth considerable argument, yet on analysis, I think you will agree with me. I am not going to cite any particular case for the purpose of argument, as time is limited, but—think it over.

A recent editorial in a trade publication comments as follows:—

"If the plant of every railway should be made as perfect as the utmost ingenuity of the human brain and the investment of capital could make it; at least three-fourths of those who are injured and killed in railway accidents would continue to be injured and killed, unless officers and employees should constantly bear in mind that safety should always be given first and paramount consideration."

Let us consider our railroad as a vast machine and each one of us, one of the necessary cogs, which tends to its perfect operation.

We should strive to be perfect cogs, which would make a perfect machine, and if we perform our individual duty with full thought to safety, accidents will be reduced to the minimum.

In doing this, however, we must not lose sight of the fact, that the man next to us is also a cog in this same machine, just as important to its operation as we are, and carrying the same responsibilities.

Even though we may perform our duties carefully enough, in so far as we are individually concerned, we may be very careless as to those about us, and

by the simple act of mislaying a tool, break the cog next to us.

The element of "speed" indicates and is responsible for the largest percentage of all injuries and accidents.

We are living in an era of speed. The advent of the automobile, the airplane and the development of our locomotive to its present perfection, is the result of the demand of the public for speed, which at the same time is responsible for the increase in accidents, because hand in hand with speed stalks Carelessness, the main factor in practically all accidents.

The time has come when we as employers and supervisors of men where the large percentage of our accidents occur, can and must demand of the employee, a strict observation of the rules of safety.

One of the first qualifications we should demand of an applicant, is that he be careful in the exercise of his duties.

This is just as important as that he be thorough in his work, in fact observance has shown me that the careful man is in most cases a thorough one.

In order to ever keep before the employees the importance of carefulness and safety, we should, in my opinion, hold meetings in our respective localities, with our supervisors, and review accidents and injuries with a view toward eliminating a recurrence. Suggestions made then may be given to the men.

Some months ago with this thought in mind, I made a study of the situation in Chicago Terminals with the further idea of arriving at some equitable means of ranking, not only the supervisors at each point, but of the particular point as well, basing the rank on the percentage of injuries to the total number of employees supervised.

This was finally adopted, and attached hereto you will find a sample of the report referred to.

After each supervisor is ranked at each point, you will note that each separate point is ranked, using the same method as above.

This places not only the supervisors but the men as well on a competitive basis in which they are striving for first rank and the results so far have been very gratifying.

It also makes it possible to determine, in many cases where the responsibilities for injuries and accidents lie.

For example: Month after month, Foreman Smith ranks 10. Investigation develops that one of his men is continually getting hurt and that his injuries are much of the same nature. Further investigation develops that he has defective eyesight which causes these injuries or that he may be careless in some operation in which case he would be advised to have the sight corrected or cautioned against repetition of his carelessness.

It may be necessary to take drastic measures in some cases, even to removal from service of some employee, but only by such action will we be able to reduce to a minimum, the number of preventable accidents.

We all receive reports from the management from time to time, but I doubt

very much if any of us give full importance to the information contained therein.

Let me review briefly a few facts regarding accidents to employees of this company.

In the year 1913 with an average of 49,400 employees monthly, there was a total of 147 killed and 13,636 injured, costing this company in settlement of claims \$1,206,804.46.

In 1923 with an average of 56,000 employees monthly, there were 43 killed and 9,757 injured, a reduction of 70.7% in the number killed and 28.45% in the number injured, and it cost in settlement of claims, \$1,341,884.10.

During the year 1923, damage to equipment amounted to \$538,000 occasioned by collisions, derailments, etc.

Think what this means. If we can reduce our accidents and injuries to the minimum, and there is no reason why we can't, much of the money now being used in payment of claims will revert to our department and to our benefit.

Much friendly rivalry exists in industries other than the railroads, and I noticed reading recently where a paper mill at Appleton, Wisconsin, with a total of 68,000 man days was credited with no accidents. The employees are divided into groups in a contest for safety.

The National Safety Council estimated a 20% increase in accidents in 1923, with a total of 3,000,000 for the year, 23,000 of which were fatal and 115,000 resulted in permanent disabilities.

Increased production, many new employees and a let down in safety interest by employers and employees are given as the factors contributing to this increase.

Loyalty among employees must be properly implanted and made to grow, as disloyalty is an aiding element to labor turn over, which means new men and new men in turn mean accidents.

If employees are loyal and have a constructive attitude toward their work and employees, better production, less waste and fewer accidents will result.

Safety is a habit and requires constant cultivation.

Records can be created, but only by a persistent effort to keep the ideals of safety and co-operation constantly before the management and men.

It, therefore, behooves each one of us to preach, practice and live, Safety, and make for the Milwaukee road the enviable record of being first in the minimum of accidents.

The Simple Answer

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

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

"Wonder why so many men sing while taking a bath?"

"I know why I do—the bathroom-door won't lock."—*Boston Transcript*.

Teacher: Rufus Rastus, what animal is most noted for its fur?

Tommy: It am de skunk. The more fur you is from it, the safer you is!—*Judge*.



What Kind of Service are the Railroads Giving?

Regional Advisory Boards Report on the Service Rendered by the Railroads This Fall

In spite of the fact that new records in railroad performance in the number of cars loaded with freight and moved were established in October, figures of physical performance do not tell the whole story. What shippers from all over the country have to say about existing railroad service is seen in the reports of all of the ten Regional Advisory Boards at their fall meetings. These Boards are composed entirely of shippers, and the following are statements taken from their reports:

In the Mississippi Valley

"We usually expected to run into a car shortage about the latter part of July that was more or less acute until the wheat crop had been moved off by the middle of November. My information from the Public Utilities Commission today is that there has been substantially no complaint, even though this is the second greatest wheat crop that Kansas has ever produced.

"That is a very fine tribute to the efficiency of the railroads serving Kansas and this southwest territory. I think a great part of that arises from the observance of the Car Service Division rules, closer co-operation between shippers, and a general disposition on the part of everybody to increase and contribute toward the improvement of the transportation machine.

"It may be fairly and accurately said that this represents the best performance that ever has been made in the movement of a big crop out of winter wheat section."

—Clyde M. Reed, Chairman, Trans-Missouri-Kansas Regional Advisory Board; Chairman, Kansas Public Utilities Commission.

"At this season of the year, in this region, we are particularly interested in the possible car supply for grain movement, and the situation. Let us see how this situation has been handled. Recent figures indicate that the roads in the three western districts show 102.4 per cent of box cars on line, 61.5 per cent of their system cars at home, and these reports indicate that this is the best location of box car equipment with respect to both home cars on owning lines, and total cars in western districts that has ever existed so far as the records of the Car Service Division have disclosed.

"The movement of empty box cars from the east through the gateway of Chicago and St. Louis alone, has averaged since the 4th of May over 800 empty cars per day for western ownership. This relocation was accomplished without the necessity for any special orders by the Car Service Division, all of which indicates that not only have the railroads co-operated with the shippers, but they are learning to co-operate with each other.

"It seems to me that we can afford to be somewhat enthusiastic in congratulating our railroad friends on the excellent showing they are making."

—Robert C. Ross, General Chairman, Mid-West Regional Advisory Board; General Traffic Manager, Joseph T. Ryerson & Co., Inc.

In the Northwest

"I am glad to say that the reports are most optimistic, and that in fact, railroad transportation seems to be adequate to the task, and practically no substantial car shortages are reported. On the contrary, railroad efficiency in moving the crop

—Eugene Meyer, Jr., Managing Director, War Finance Corporation, in a report to the Secretary of the Treasury.

On the Pacific Coast

"One hundred per cent efficiency has been obtained. This is a remarkable fact when it is taken into consideration that the car service last year was only 50 to 60 per cent efficient, and this year more carloads have been shipped than last year."

—Charles E. Virden, General Chairman, Pacific Coast Regional Advisory Board.

Railways Make New Record of Efficiency in Use of Fuel

That the railways used fuel in their locomotives more efficiently and economically in June, 1924, than in any previous month in their history is pointed out by the *Railway Age* in an editorial in its current issue. This is a matter of great importance since the total fuel bill of the railways in 1923 exceeded \$600,000,000. The *Railway Age* publishes statistics showing that the increased efficiency with which coal is being consumed by the railways is saving many millions of dollars annually.

"The number of pounds of coal consumed by road locomotives in June, 1924," says the *Railway Age*, "was 135 pounds per 1,000 gross ton miles of freight service rendered. The gross tonnage upon which this figure is based is the total weight of the trains moved, including not only cars and their loads but also locomotives and tenders. The nearest approach ever made to this figure was in June, 1922, just before the shop employees' strike, for which month the figure was 141 pounds. The number of pounds of fuel consumed in June, 1924, for each passenger car moved one mile was 15.6. The nearest approach ever made to this record was in June, 1922, for which the figure was 15.8.

"In order to get the true significance of the new low record made by the railways in the consumption of coal it is necessary to indicate the magnitude of the saving effected by it.

"The amount of fuel consumed in road freight service per 1,000 gross ton miles last June was 11 pounds less than in June, 1923; being 146 pounds in June, 1923, and 135 in June, 1924. The number of tons of coal saved in June in consequence was about 451,000, and the average cost being about \$3.00 per ton, the saving in money was over \$1,353,000. Computed in a similar way it is found that the increased economy in fuel consumption in passenger service in June, 1924, as compared with June, 1923, saved about \$504,000. These statistics show a total saving in June of about \$1,857,000.

"In the first six months of 1923 the consumption in freight service was 170 pounds per 1,000 gross ton miles and in the first six months of 1924 only 157 pounds. This reduction saved approximately 3,371,500 tons of fuel, and as the average price was \$3.17 the saving in money in the first half of the year was about \$10,688,000. Likewise, in the first six months of the year the consumption per passenger car mile was reduced from 19.2 pounds to 17.7 pounds. This resulted in a total saving of about 1,336,000 tons of fuel, or about \$4,235,000 in expenses. Therefore, in the first six months of the year the saving resulting directly from fuel economy in freight and passenger service amounted to almost \$15,000,000.

"Those who like to criticize the railways charge not only that they are inefficiently operated, but that to a large extent they are under the same financial control as the concern from which they buy fuel and other supplies, and that, therefore, their operating expenses are made excessive because they pay unnecessarily high prices for what they buy. In view of such allegations it is interesting to survey the course of the cost of railway fuel within recent years. The average cost in 1920 was \$4.20 per ton and in 1921 \$4.10. It was down to \$3.46 when the great coal strike began in 1922. It then began advancing and got up to \$4.87 in August, 1922. Immediately after the normal production of coal was resumed the average price began to decline, and it has gone down continuously ever since until last June it was only about \$3.00. The average price in the first six months of 1923 was \$3.61 and in the first six months of 1924, \$3.17. On the basis of the coal consumed in road service this decline in price saved the railways almost \$25,000,000; and this added to the saving due to the increase of efficiency in the use of fuel saved makes a total saving in six months of almost \$40,000,000.

"At the rate they are now going the railways' fuel bill will be reduced in 1924 by around \$120,000,000; and of this re-

duction some \$40,000,000 to \$50,000,00 will be due to increased efficiency in operation.

"The increase in the efficiency with which fuel was used and the consequent reduction in the consumption of it in proportion to the amount of work done by locomotives, are due to efforts of many kinds that have been made by the railways, individually and co-operatively.

"The railways have been gradually retiring old locomotives and substituting for them improved locomotives which develop greater hauling capacity in proportion to the fuel consumed. Also, the condition of power generally is much better than it was some months ago.

"There are other important causes of the increase in the efficiency of fuel consumption. The individual railways have been carrying on fuel economy educational work among the employees by monthly meetings, by placards which have been posted up in various places, by moving pictures, etc. The International Railway Fuel Association some months ago caused prizes to be offered and conducted a competition for the best papers on fuel economy. This stirred up the interest of railway men of all ranks throughout the country and 2,000 papers on fuel economy were written and submitted."

IN MEMORIAM.

H. C. Atkins.

The funeral will take place Wednesday, April 15th, at the residence, 1728 Grand Avenue, at 1 o'clock P. M. At 9:30 A. M. the remains will be placed in state in the hall of the house for the purpose of giving opportunity to the friends to take their farewell view of him by all so much respected. It is earnestly recommended that all who desire to avail themselves of this privilege do so between the hours of 9:30 A. M. and 12 o'clock noon at which time the casket will be replaced in the drawing room and no one but the family and relatives be allowed to visit it thereafter.

Milwaukee, April 14th, 1884

The bearer has permission to attend the funeral of the late Assistant General Supt., H. C. ATKINS. Conductors will honor this for transportation to and from Milwaukee.

J. T. CLARK,

Gen'l Supt.

An Interesting Relic

Some of the veterans will, without doubt remember the sudden passing of H. C. Atkins, Assistant General Superintendent of The Milwaukee back in "the eighties" and earlier, and this "In Memoriam" Circular with the accompanying transportation permit will be a reminder of an occasion which brought Milwaukee railroad men from far and wide to pay their respects and do honor to a well beloved official.

The following Committees are appointed to assist the Marshal in making preparations for the event

General Committee.

ROSWELL MILLER, J. P. WHALLING, A. V. H. CARPENTER,
R. D. JENNINGS, A. C. BIRD, L. E. ROSS,
C. H. PAIG, J. T. CLARK, C. A. PLICE.

Committees of Arrangements.

J. T. CLARK, Chairman.

FLORAL OFFERINGS.

S. J. COLLINS, J. M. LOWMY, GEO. O. CLINTON,
R. B. CAMPBELL, C. F. ULEY, W. E. KITTREDGE,
A. F. MENDEL.

DECORATIONS.

B. G. LENNON, D. L. RUSH, J. T. CROCKER,
JOHN BAILEY, A. M. INGRAM, G. B. CANNON,
W. L. STONE, D. W. KEYS, W. N. D. WINDIE.

MUSIC AND CEREMONIES.

W. G. COLLINS, W. R. MORRISON, P. M. MYER.

TRANSPORTATION.

GEO. H. HEAFORD, F. R. HARTWELL, JOHN M. DAVIS.

Noted—A. V. H. CARPENTER, AND—C. BIRD, J. H. BARNES.

The Chairman of the respective Committees will proceed at once to designate the duties to be performed by the several members of each, and will report to and receive directions from the Marshal, at Room 48, Chamber of Commerce Building, Office General Passenger Agent.

J. T. CLARK, Chairman.

At The Top

Whenever you see someone up at the top,
Don't imagine he got there by luck,
For back of his glory lies many a story
Of battle and struggle and pluck;
He may seem to be taking things easy today
And dodging the trails which irk,
But the years of his past, from the first to the last,
Were a constant succession of work.
Whenever you see someone crowned by success,
Don't fancy he won it by chance;
Though he's walking today on an easier way,
And you cannot behold with a glance,
The scars of his battle, just keep this in mind—
Life's laurels don't go to the shirk,
And if you but knew his life history through,
You'd know that he once had to work.
Success doesn't come in the indolent hand;
With busy men life is concerned;
Be the man who he may, he will find on the way
That its prizes all have to be earned,
So whenever you gaze on a leader of men,
Up on top where the glory is fair,
You can know with his luck there was courage
and pluck,
You can bet that he worked to get there.
One is not paid for having brains, but for
using them.
The country is crowded with weakling diminish-
ers
And plastered with want-ads for resolute fin-
ishers.
It's easy enough to start things with a roar,
But hard to keep pulling when biceps are sore.
The pushers are rare who will push till they win;
The booster we need is the one who will boost
Till the cattle come home and hens go to roost.
There's many an auto equipped with a starter,

That starts up the hill like the charge of a
Tartar!
But soon it is found to have also a stopper;
The auto for us is the one with a topper.
The highway of life has a hundred who peter
To one who will stick and become a repeater.
To seer and dreamer the world is a debtor,
But passes its handsomer gifts to the getter.
The Go-Getter goes till he gets what he goes for;
The Go-Getter works till he reaps what he sows
for.
He fixes a goal and resolves when he sets it,
The way to the prize is to go till he gets it.
In Great Western Magazine.

A Creed

James W. Foley

To be earnest; to be strong;
To make light way with song;
Slow to anger; quick to praise;
Walking steadfast through the days.
Firm of purpose, sure of soul,
Pressing onward to the goal,
Upright, even, undismayed,
Sure, serene and unafraid.
To be patient; to be kind;
To be purposeful, and find
Sweetness all along the way;
Loath to judge, but firm to say
I ruth with unrelenting tongue
By no cavil veered or swung
From the right; and to endure
Hopeful, helpful, clean and pure.
To be gentle; to be brave;
True to life and glad to live,
To be watchful and to be
Rich with boundless charity;
To be humble in success,
Strong of heart in bitterness,

Tender, gracious, thoughtful, good
In our man and womanhood.
To be smiling, to be glad
For the yesterdays we've had;
To be grateful all the way
For the beauties of today;
To be hopeful and to see
In the days that are to be
Bigger, better, broader things,
Robes of purple, crowns of kings.

Card of Thanks

Austin, Minnesota.

To my Comrades of the Veterans' As-
sociation of the Milwaukee R. R.

Feeling that we are one great family,
and drawn together by the ties of long
service in one common cause, and that
we all appreciate the value of the organ-
ization to which we belong. Feeling that
we share one another's sorrows as well
as our joys. I take this way of letting
the comrades know, that on the 21st of
September, A.D. 1924, my beloved wife
and life companion passed to the great
beyond. She was borne to her last rest-
ing place by six of the twenty-five year
men.

Charles Opie, Blacksmith
Charles Hans, Machinist
William Williams, Machinist
Henry Herzog, Carpenter
Mike Meyers, Boilermaker
Eric Ericson, Car repairer.

A. B. Hartwell.



Rough Handling

The following cases of rough handling were noted by inspectors in one terminal during a ninety day period. In addition to the damage to the lading there was no doubt considerable damage to the cars. In the month of September, 1924, 34% of all of our loss and damage payments were chargeable to rough handling.

Oils and greases in cans and buckets—Bracing consisting of 2x6 between double fence of 1x6, crushed by shift of load in which 81 cases and cans were mashed.

700 cans syrup—New 2x4, 2x6 and 2x8 lumber used for bracing—all pieces broken permitting entire load to shift 12 inches—593 cans dented—some crushed and leaky damage scattered through load.

Sweeping compound—Bracing consisted of 2x12 across car, secured to 2x4 blocks at sides, between units and at doorposts; 2x12 across doors of car—cross bracing in one end broke allowing load to shift 10 inches—93 cans jammed and dented, lids loose and bent.

Paint, varnish, etc.—Breaking of 2x10 bulkhead resulted in 10 inch shift to "A" end and center—17 cans paint and varnish dented, leaking and mashed—4 cans unsaleable.

Lard substitute—4x4 bulkhead broken in center of car—barrels in one end tilted on chimes—5 crates broken, 4 drums dented—3 of them mashed and unsaleable.

Furnaces, K.D.—well crated—2x4 decking—2x4 blocks on floor in doorway—2x4 across doors of car—good material, well nailed—bracing across doors broken and torn loose—also torn loose at one end of car, allowing 1 ft. shift—14 parts broken.

Machinery—2 machines, various parts broken— $\frac{1}{2}$ and $\frac{1}{4}$ inch lug screws, used to fasten machines to skids, had been broken and sheared off—3 machines loose from skids and tumbled over on sides. Pulley on one machine in "A" end pushed a hole through end of car.

Glass bottles—Well braced and loaded according to specifications—123 bottles broken in shift caused by breaking of partition.

Sewer pipe—Bracing in doorway of 2x4 material, shattered—Lath wired together in front of each row, badly broken—125 pieces of pipe broken throughout the load.

Cantaloupes—2x4 gates badly broken and load shifted—138 crates shifted, broken and raked, cutting and squeezing some of contents.

Cucumbers—2x6 bracing broken in both ends—many hampers mashed—contents spilled, bruised and cut.

Mixed fruit in crates and cases—Strong containers, carefully loaded and braced—contents of "B" end of car badly buckled—40 cases completely turned over.

Stone laundry tubs—Tubs loaded on ends, braced by two 1x10's at top and one 1x10 at bottom, reinforced by four 1x8's—one of these broken, allowing bracing at top to give way at one end—bottom brace also pulled away from cleats in side of car. Load shifted in one end only but damage in both, 16 tubs damaged.

Apricots in crates and lugs—O.K. on first inspection but after switching, load found shifted—60 lugs tumbled over, 27 lugs badly broken—175 lugs, west end of car, skidded and tumbled over, bruising some fruit.

More Thoughts for Warehouse Foremen

Place cigarettes, candy, shoes and other freight, likely to be stolen, on the inside of the house opposite from the driveway side.

You get better co-operation from draymen and help in deliveries when you keep freight consignments trucked to one location.

Stuff left on floor the night previous, for any reason, should move first next morning.

Do you have a way of checking up stowers and their helper?

Seal supply must be protected against improper hands.

Good supervision is required to protect shippers' requests to return any part of a consignment already receipted for.

Handling should be delegated to a single individual.

Supervise against delay in moving bills of lading and shipping orders from warehouse to bill desk.

Hold meetings with your men. One experienced clerk expressed it this way:

"I know instances brought up at meetings help to make one more careful. Causes coming up at these meetings is better than having them come up in actual experience."

Test seals before allowing trucker to put the hook to them. Record and report all cars set in with tampered or broken seals.

You are interested in seeing that a trucker has help in trucking a barrel of molasses, a block of marble, or other like weight over rough spots and in "letting down."

Oil in cans and boxes—In "B" end, pails well stowed, 4 high, braced with 2x4 and 1½x6 material—1x4's and 2x4's used to take up slack—2x6 timbers in X shape across doorway—load shifted 1½ ft. from end of car—boxes forced upward—badly crushed. In "A" end, crushed cases and dented and leaking cans found throughout.

Furnaces—Each row braced with 1x6 lumber, fastened to side of car with cleats—these knocked loose allowing furnaces to fall—4 parts broken.

Strawberries in crates—O.K. on first inspection—after switching badly shaken up—125 crates skidded off fruit strips in "B" end—top crates resting on center of lower crates, crushing some of the top berries.

Asbestos paper—Well braced with 2x6 lumber and 2x6 reinforcements—these broken allowing rolls to fall and rub on bracing—22 rolls damaged.

Ford sedan bodies—Double decked—substantial bracing of 2x6 and 2x4 pieces, bolted and nailed: Bracing supporting top deck broken—9 autos damaged.

Threshing machine—Had been repaired at Council Bluffs with two new rear bolster castings—reached Omaha with right hand rear bolster casting broken and one weigher pipe bracket broken—blocking intact.

Oil in drums—Well braced with 2x4's—bracing broken in one side of doorway and end of car—one 50-gallon steel drum dented and broken—shift of six inches in this end of car.

Olives—Hogsheads and barrels loaded in doorway and cases in end—braced with 2x6—barrels and hogsheads lying on sides when car opened—bracing in front of cases broken, allowing cases to fall—had shifted about three feet in one end and two in the other—contents out of five cases—5 bottles broken—1 hogshead leaking.

To Waybill Clerks and Others Who Waybill Freight:

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

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

As a basis for a correct waybill, you must first have a correct and legible shipping order. The receiving clerk must see that a legible shipping order is furnished and that the

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

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

FIRST

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

SECOND

Speed is sometimes necessary but accuracy will always be the most important. See that all essential information appearing upon the shipping order is carried to the waybill. The consignee's name and address, also delivery station, must agree with that shown on shipping instructions, which should be complete and accurate. There are so many towns and villages of the same or similar names in the same state, that care is necessary to show the county in which located and that name be correctly spelled to avoid freight being transported to the wrong destination.

THIRD

Never use trade names for commodities, and beware of abbreviations, for they are often misinterpreted. Symbols and distinguishing marks on ORDER NOTIFY shipments are especially important as well as bale and case numbers. Names of shipper and consignee must be shown in full, then if it becomes necessary to report the shipment as refused, or enter into correspondence about it, this can be accomplished according to instructions. Street address on shipments going to large cities is of course important and if not shown on shipping order an effort must be made to secure it before waybill is made. Wrong car numbers, if not detected

Broken packages should be repaired as soon as may be.

Try to figure what caused the breakdown—you know more about it than any other person—they all depend on you for the facts.

Improper nailing—not enough nails—overloading—second-hand boxes—principal causes for breakdown of packages.

It is said the "penny" of the nail cannot be greater than the thickness in eights of any inch of the wood which holds the point of the nail. If you remember this you can help prevent claims.

If you can figure the cause on rattling packages so we can learn what may be needed for safe packing, it will help.

Don't overlook the end door seal of fastening.

If you have caller locate all of the freight for one consignment in trap car, transfer or ferry cars before starting to check the second consignment, you avoid trouble.

If you can exactly describe all damage you help the OS&D man, and he helps the claim man.

Make note of the fellow who loads against door, so OS&D or claim department can write him to discontinue the practice.

before mailing is completed, invariably cause the waybill to go to some point other than the car, causing an over and a short, one of the most prolific sources of claims.

FOURTH

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

FIFTH

Allow sufficient space between descriptions of consignments.

SIXTH

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

SEVENTH

Remember that an accurate and legible waybill helps the yard clerk, the conductor, the checker, the man who makes the freight bill and the accountant. When rubber stamp impressions are made they should be right side up in the proper place, and should not obscure or obliterate any information already appearing in the waybill.

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

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

Let's "Waybill it Right."

More Truth Than Poetry

Though drivers of motors again and again.

Have put on a bit of a spurt
To beat to a crossing an oncoming train
It was never the train that got hurt.
The engine has passed without missing a "choo"

And rapidly sped out of sight,
While the motor was left for the rustics
to view

With grunts of unbridled delight.

—New York Tribune.

Tell It To the Marines

The wife and daughter of Lieutenant Berry, of the Great Lakes naval training station, approaching a gate to the station were halted by a sentry on duty there who had orders to allow no one to enter by that gate.

"Sorry, but you'll have to go around to the main gate."

"Oh, but we're the Berrys."

"Lady, I don't care if you're the cat's meow, you can't go through this gate."

—Chicago Tribune.



C. V. Division Engineer Fred Koch, Mrs. Koch and The Koch Juniors.

**C. M. & St. P. Ry. Women's Club
Chicago Chapter Meeting November
15th**

Chicago Chapter of C. M. & St. P. Ry. Women's Club held its November Meeting in the Club Rooms, Fullerton Ave. Building on November 15th, opening with a light luncheon at 1 o'clock P.M. About one hundred members were present and coffee and sandwiches were served. By this serving refreshments first it was thought the young women of the Fullerton Avenue offices, members of the Club could attend the meeting, and still have time to do their weekly shopping after the session was over. It worked out very well because by 3:30 P.M. the program was over and all having engagements elsewhere could get away in plenty of time. The program, in charge of Mrs. W. B. Dixon, Chairman of the Program Committee, and Mrs. C. H. Dietrich, Chairman of the Social Committee, consisted of vocal and piano solos both beautifully rendered and received with much appreciation and applause. Mrs. Towne, President-President-General of the C. & N. W. Ry. Women's Club and Mrs. Jacoby, Acting Local Superintendent of the Pennsylvania R.R. Women's Club, were present and told of the work being done by both of these organizations.

Mrs. Jacoby told in detail the organization and work of the Pennsylvania Clubs. The Pennsylvania Railroad in its operation is divided into three "Regions" and the Clubs follow that plan, with the same arrangement of organization as obtains on the railroad,—that is to say, they have a Superintendent on every division, who is the wife of the Division Superintendent, there following then trainmasters, Yardmasters, roadmasters, section foremen, roundhouse foremen, car shop foremen, master mechanics and all other supervisory officers in service on a division, district, or region. All of these officers of the Club are the wives of the men holding such positions, and are in effect chairmen of the relief work which is the fundamental object and activity of the Pennsylvania Club. The women officers, thus are not elected, but hold their offices by virtue of the positions held by their husbands on the railroad. In this way, all cases needing relief or help of any kind come promptly to the attention of the Club Women and such assistance as is necessary is extended to them without red tape or delay. The social element of the Club work is provided by the entertainments given by each division, district, or whatever, in order to raise money to carry on the relief work. Mrs. Jacoby told of the various ways in which money was raised, on her division, among them being an annual ball, from which all the pay from five hundred to a thousand dollars is realized. The Pennsylvania Women's Clubs allow a membership among the men, these being called "Contributing Members", and consist of the men employees who are interested in the relief work which the women do, and contribute what they wish to. Sickness, hard luck, death and injuries claim their attention and Mrs. Jacoby cited many cases which her division had been able to help. Her talk was listened to with close attention by the Milwaukee women they glimpsing by means of what she told, the great future in store for the C. M. & St. P. Ry. Women's Club.

Mrs. Towne followed Mrs. Jacoby, saying their work was of much the same character, but their organization is elective and follows practically the same plan which the Milwaukee Clubs have adopted. They have chapters out on the line, which are constantly being added to, and they give entertainments to raise money for relief work, and extend the acquaintance. Their Chicago Chapter gives an annual dance, and bazaar in some large hall, from which they always expect to realize one to two thousand dollars. From what Mrs. Towne said, of the character and magnitude of their programs for raising money, it may be easily be seen that teamwork is their slogan, for without the best and most effective co-operation, such plans could not reach the successful conclusions attained by the Northwestern Club women.

Both Mrs. Towne and Mrs. Jacoby were most cordial in their greeting to The C. M. & St. P. Clubs and generous in their offers to be of whatever assistance they could, at any time. At the conclusion a vote of thanks was tendered these ladies, and to the musicians who had contributed so pleasantly to the entertainment.

The Milwaukee Chapter

Milwaukee Chapter is getting under way most hopefully. They have already given a card party, and have plans for other entertainments. Their membership is growing fast, the beautiful Club Room on the second floor of the Union Depot is enjoyed by all of the members, particularly the young women employed in the depot.

About fifty members were present, together with a number from Fond du Lac, Horicon and Portage. Mrs. W. F. Ingraham, President of the Bensenville Club also attended. The 1st Vice President, Mrs. W. J. Thiele presided. After the business session, Mrs. Thiele introduced Mr. P. H. Ho of Canotn, China, who gave a most interesting talk on Woman's Position in China, which was much appreciated and enjoyed.

The Club Room was decorated with Chinese flags and incense was burned, lending an Oriental effect to the occasion.

Hooray For Bensenville

Chapter No. 3, Bensenville, Illinois, held its first regular meeting on November 8th, elected officers and Committee Chairmen. Until suitable quarters are found for Club Meetings, Bensenville Chapter will hold its meetings at the residences of members. The officers elected; President, Mrs. W. F. Ingraham; 1st Vice President Mrs. J. Bodenberger; 2nd Vice President, Mrs. Nicodemus; Secretary, Mrs. J. Capoot; Treasurer, Mrs. Steffens. The meeting was held at the home of Mrs. Steffens. Forty five members were enrolled. The next meeting of Bensenville Chapter will be held on December 3rd, at which Mrs. H. E. Byram, President General will talk to the Club on the work and purposes of the Women's Clubs.

Clubs Now Forming

Clubs which will be organized and started by the time this Magazine reaches its readers are: Dubuque, December 5th; Minneapolis, December 5th; Mason City, December 10th; Sioux City, December 11th; Des Moines, Dec. 12th;

Marion, Iowa, December 13th and Ottumwa, December 14th.

Wisconsin Valley Division

Lillian

A son, Milton James, was born to Mr. and Mrs. Leslie Staeger at Lynn, Wis. in October.

Mrs. F. L. Hudson was injured while stepping off from a street car at Niagara Falls. Mr. and Mrs. Hudson had planned an extensive trip through the east, but were compelled to return to Wausau where Mrs. Hudson is receiving medical attention at St. Mary's Hospital.

A baby boy, Silas Eugene was born to Mr. and Mrs. G. E. Stoddard, at Elgin, Ill., on October 26th. George is a proud daddy, especially so on account of this being the first boy in the family, and feels confident that at some future presidential election it will be "vote for Silas".

Mr. and Mrs. Mike Moore are making preparations for their usual sojourn to Miami, Florida to spend the winter. We are glad to know that Mr. Moore's health has improved sufficiently to enable him to make the trip and hope it will be of great benefit to him.

Mr. and Mrs. P. W. Millenbah are leaving for a visit to Hays Springs, Nebraska. Mr. Millenbah has been agent at Hazelhurst during the summer months.

Jean Katherine was born to Mr. and Mrs. Henry Schaupp, at St. Mary's Hospital on October 21st. "Heine" had hoped to be able to provide a first class conductor upon his retirement, but from the smile that he has worn the newly acquired title of "Daddy" seems to satisfy him in either case.

Safety First Meeting held at Wausau on Nov. 10th was very well attended and some interesting matters were discussed. Mr. W. H. Cobb gave a talk which was very much appreciated. These meetings are becoming more popular and are anxiously looked forward to as well as being of great benefit.

The time:—Nov. 12th.

The Place:—Boulder Junction.

The Gang:—E.B.G., H.O.W., J. P. H., LeMe, Frank, W.J.S. and Scottie. The bunk car has been rigged up in fine shape, one of the first things that were put in order were the uppers and lowers, with nice straw and everything, a cupboard was built for the Haviland China, a table with extension leaves, which works automatically was also installed, hardwood floors were waxed and polished. The ice box and cellar filled to its capacity with fruits, meats and everything good to eat. They all expect to get their limit, for the guns have been polished and in practice for the past few weeks and we all expect to have a complete Thanksgiving dinner. Here is hoping they will all have good luck and that none of the babes will be lost in the woods.

C. H. Butler, Asst. Roundhouse Foreman, has been promoted to traveling engineer on the Terre Haute Division with headquarters at Joliet, Ill., effective November 15th. While his fellow employees regret to have Mr. Butler leave our midst, we hope that he will be successful and happy in his new field of employment.

When the issue of this magazine is distributed among the employees, it will not be amiss to wish you all a Very Merry Christmas and a Happy New Year.

Mr. Herbert Goettsch of A. E. Lodge's office, Chicago, was on the division the last week in October, checking Joint Facility Accounts.

Dan Miller, Operator at Hulman Street Yard Office, who has been quite ill for some time past at St. Anthony's hospital, Terre Haute, is improving rapidly and is optimistic with the assurance of a permanent cure.

AT HOME

HAZEL M. MERRILL, Editor



1. Donald, Orval and Edwin Hall, Sons of Engine Foreman Henry Hall, Perry, Ia. and Their Dog "Buddy".



2. Donald Van Groll, Son of Division Acct., A. J. Van Groll, Green Bay, Wisc.



3. Phillip Gavin, Grandson of Engineer Phil. Gavin, Superior Division.



4. Irvin Reister, son of Stationary Engineer, Christ Reister, Wabasha, Minn.



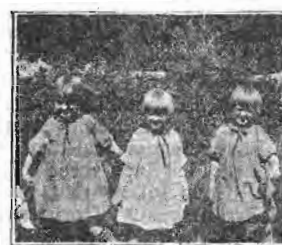
5. Mary Francis, Daughter of Clerk F. H. Knoebel, Trainmaster's Office, Milwaukee.



6. Jean Gavin, Granddaughter of Superior Division Engineer Phil. Gavin.



8. Marjory Ann and Betty, Daughter of Dispatcher R. C. Merrill, Marion, Ia.



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



7. Katherin Roundy, Mabel Reister, Floyd Reister, Wabasha, Minn.



10. Loretta Reister and Little Brother, Wabasha, Minn.



11. Robert Leon, Four Mos. Old Son of Engineer Frank D. Swenson, Miles City Mont.

Gift Suggestions

Well, it certainly does not seem possible that it is time to offer Christmas Suggestions again. We have had such warm, glorious weather in October and so far in November, that unless we get some "suappy days" pretty soon, it is going to be difficult to work up any holiday enthusiasm.

Have you a friend to whom an attractive little teatime apron would be a joy? There are several novel designs on the market, made of colorful chintz; simple, but very attractive for the housewife. Pretty negligees, lingerie, nightgowns, etc., are always acceptable gifts. If you have a young girl on your list to whom it is advisable to give a practical, useful gift, make her a blanket coat. There is pattern for a very good looking one in Woman's Home Companion for Decem-

ber. Quite novel gifts are hand-painted "motto" pitchers. Have you ever tried covering a novel-shaped box with a bit of left-over brilliant wall paper, or a sheet of the hand-blocked papers from France and Italy which are now on the market? You may use a pasteboard box or tin box; use rubber cement and bind the edges with strips of colored paper. If tin box is used, enamel the inside with a solid color; give the box a coat of clear shellac to make it durable and easy to keep clean and to take-away the home-made appearance. Crocheted and knitted bead-bags are still quite the thing and make a very acceptable gift. If you are at all handy with the brush, paint your friend a novel candy jar and fill with home-made candy; paint your garden-friend a tin gathering-basket; an enameled tin box, beautifully decorated, and

filled with gift cookies will delight the palate through the holidays. Bridge-table covers, luncheon sets, doll clothes, small lamp and candle shades, applied sofa cushions, scarves, tiny sweaters, kitchen holders, braided rugs, babies' quilts, school bags, sewing bags, fancy evening bags, safety-pin holders, shoe bags, linen holders, etc., are some of the numberless things which can be made at little or no cost and which also make pleasing gifts.

If you intend to bestow a gift which is not handmade, there are bead necklaces, novelty bracelets; colored fountain pens with ribbon to match; purses, handbags; sweater set with stockings and sweater to match for golf; linen collar and cuff sets; wool hose; children's handkerchiefs; bobbed hair set, consisting of leather case with two combs; sil-

(Continued on page 27)

Use a grape fruit knife to remove muffins or cupcakes from tins to prevent breaking or crushing.

Good Things To Eat

Roast Goose, Chestnut Stuffing. After singeing and removing all pin feathers, a goose should be scrubbed in hot soap suds and thoroughly rinsed. Then draw, wash in cold water and wipe dry. Stuff, truss and dredge with salt, pepper and flour. Place in roaster, put in hot oven and bake two hours; if baked in an open dripping pan, baste every fifteen minutes. When done, remove from pan and serve with apple sauce. Chestnut Stuffing is made three cups of French Chestnuts, cooked in boiling salted water until soft, drained and mashed. Add one quarter cup butter, teaspoon salt, pepper to taste and one quarter cup cream. Melt one quarter cup butter, mix with one cup cracker crumbs and combine the mixtures.

Potato Stuffing For Goose. Two cups hot mashed potato, one and one quarter cups soft bread crumbs; two slices finely-chopped salt pork; one onion, chopped fine; one third cup butter; one egg; one and one half teaspoons salt and one teaspoon ground sage. Mix potato, bread crumbs, butter, egg and seasoning; then add the salt pork and onion.

Escalloped Cabbage. Shred and boil cabbage, put in baking dish, sprinkle with salt and pepper and pour over one large cup white sauce. Lift the cabbage with fork so that it may be well mixed with sauce. Cover with buttered crumbs and bake until crumbs are brown.

Fried Celery. Cut celery that has been washed and scraped in two inch pieces; dip in a butter made of one half cup flour; salt and pepper; one third cup milk and one egg, well beaten. Fry the celery in deep fat and drain. Serve with tomato sauce.

Cucumber Cups with Lettuce. Pare cucumbers, cut in quarters, crosswise; remove centers and arrange on lettuce leaves. Fill cups with mayonnaise or sauce tartare.

Tomato Jelly Salad. One can tomatoes, stewed and strained; one teaspoon each powdered sugar and salt; one envelope sparkling gelatine. Soak gelatine in cold water and add to the seasoned tomatoes. Pour into small cups and let stand until set. Turn onto lettuce leaves and place one tablespoon mayonnaise dressing on each cup.

Lemon Cream-Rice. Pick over and wash one half-cup rice, cook in plenty of water so that it will toss about, until soft. Drain, add three cups milk and heat thoroughly. Then add one-half cup sugar; grated rind of small lemon; juice of half lemon; three quarters teaspoon salt; yolks two eggs slightly beaten. Cook until it thickens and turn into a buttered pudding dish, and cool. Beat whites of two eggs until stiff, add gradually two tablespoons powdered sugar and one quarter teaspoon lemon extract. Cover top of pudding with the meringue and bake in a moderate oven until meringue is light brown. Serve hot or cold.

Plum Pudding. One cup suet; one cup bread crumbs; one cup chopped raisins; one and one half cups milk; one and one half cups sugar; two and one half cups flour; one tablespoon soda (part baking powder); one teaspoon salt; two teaspoons mixed spices. Steam three hours. Serve with orange or lemon sauce.

Fashion Book Notice

Send 12c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1924-1925 BOOK OF FASHIONS.

Address Miss Hazel M. Merrill, 802 Union Depot Building, Chicago, Ill.

4933. Ladies' Coat. Cut in 7 sizes: 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 3 1/2 yards of 54 inch material. Price 10c.

4927. Ladies' House Dress. Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48, and 50 inches bust measure. A 38 inch size requires 5 yards of 36 inches material. The width at the foot is 2 1/4 yards, with plaits extended. Price 10c.

4666. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 3 1/2 yards of 32 inch material. Price 10c.

4933. Ladies' Dress. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38 inch size requires 4 1/2 yards of 40 inch material. The width of the dress at the foot is 56 inches. Price 10c.

4929. A Simply "Day" Dress. Cut in sizes: 34, 36, 38, 40, 42, 44, and 46 inches bust measure. If made of one material a 38 inch size requires 4 1/2 yards; 40 inches wide, and 1 1/2 yard of skirt at the foot is 1 1/2 yard. Price 10c.

4935. Misses' and Juniors' Frock. Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 3 1/2 yards of plain material 40 inches wide, and 1 1/2 yard of embroidery or lace 9 inches wide, if made as illustrated. The width of the skirt at the foot is 2 1/4 yards. Price 10c.

4938. Girls' Dress. Cut in 4 sizes: 6, 8, 10, and 12 years. A 10 year size requires 2 1/2 yards of 32 inch material, if made with long sleeves. If made with short sleeves, 2 1/4 yards will be required. Price 10c.

4948. Child's Outfit. Cut in 5 sizes: 6 months, 1 year, 2, 3 and 4 years. For a 2

year size it will require 2 1/2 yard for the dress, 1/2 yard for the petticoat, and 1/4 yard for the drawers, of 36 inch material. Price 10c.

4949. Child's Coat. Cut in 4 sizes: 1, 2, 4 and 6 years. If made of one material 2 yards 40 inches wide will be required for a 4 year size. To trim with bands of fur 3 1/2 inches wide will require 2 1/4 yards. Price 10c.

3061. Doll's Set. Cut in 5 sizes for dolls: 16, 18, 20, 22 and 24 inches in height. Size 18 will require 1/2 yard of 36 inch material for the dress, 1/2 yard of 40 inch material for the cape, and 1/2 yard of 20 inch material for the bonnet. Price 10 cents.

4709. A New Nursery Toy. Cut in one size: The doll will require 1/2 yard of 27 inch material. The cape and bonnet 24 inches of 27 inch material. Price 10c.

4912. 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 3 1/4 yards of 36 inches material. This model is cut without underarm seams. Price 10c.



To improve flavor of apple sauce, add a pinch of ginger.

You may use two tablespoonfuls of flour in your icing, if you run out of confectioner's sugar, without impairing the flavor.

Before threads begin to break, remove collar of soft shirt from neckband and reverse. This will lengthen the life of shirt.

Give your cookbooks a coat of clear shellac when they are new, and they can be easily washed and will always look like new.

To make a chamois like new, wet it with tepid rain water, sprinkle with powdered borax, and rub well. When clean, rinse in three waters of the same temperature as the first, and dry it in the shade. It will be good as new for window cleaning or washing automobile.

Use fewer eggs and include baking powder, a scant teaspoonful to each pie, and you will find your pumpkin pies are just as delicious.

Winter Fashion Suggestions

The well-dressed woman is ever simply gowned. Some times it is a little more difficult to choose the simple modes from the more elaborate, and it is not so easy to achieve simplicity as one might think. Much thought and care must be given to the selection of one's apparel to attain the appearance of perfect grooming and harmony which is necessary to simplicity. It is not merely a question of wearing a gown with plain straight lines or a plain hat, but the lines must be chosen so that they are up-to-the-minute and yet in good taste. For the past few seasons, women who dress conservatively and simply have had difficulty in finding shoes and slippers that were consistent with their costumes and not too fancy. This season, there is a decided departure from the open-work and lattice effects, and sandals that consisted merely of soles and heels with a few straps of leather are passe. The new shoes this winter are soft and easy, may be had in many shades, and are cut as high as Oxfords. It is rumored that the Winter season may bring back the high boot. The soft, pliable kid shoe that fits like a glove is fast replacing satin for evening and for dancing. Buckles are worn for both daytime and evening; steel or kid for daytime and rhinestones for evening. Plain soft shoes of black or any of the deeper shades of tan with matching stockings are considered the latest in footwear. Now that we have settled the footwear and are about to give consideration to the costume itself, let us pass a casual remark on the length of the skirts. Ten to fourteen inches is considered proper. This will be relief from the slouchy skirts that have all but swept the floor, but let us use a little reason and moderation and suggest ten and eleven inches as a neat smart-looking length. The silhouette remains straight and slender; long coats are more popular than the short but perhaps no smarter. Coats and suits all must have a touch of fur: leopard skin is novel and quite a favorite this season. Leopard and tiger pounce velvet is a novelty which is being used extensively for afternoon dresses.

Square-crowned hats are very popular, but tam-type hats with soft crowns, and made of velvet, hatter's plush, or soft

felt are also very good: for those who prefer them, there are round crowns.

Special Commendation

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

Illinois division conductor P. E. Wilson while acting as rear brakeman on Extra 8142, October 15th, noticed about six inches gone from ball of the rail about one mile west of Chase, Ill. He immediately notified the proper parties thereby averting a possible accident.

J. P. Kneuhman, Lineman, Bellingham, Washington noticed trucks slewed on car in train No. 91 which passed him at Cornwall, October 25th; and by promptly flagging the train, car was set out before further damage occurred. Lineman Kneuhman was similarly active in stopping Extra 7032, because of noticing dragging brake beam, and having the defect repaired.

Operator H. L. Weihl, Northfield, Minn. discovered brake beam dragging as train No. 63 was pulling out of station on morning of October 24th, and was able to signal train crew and stop train before further damage had occurred.

H. & D. Division conductor L. H. Vanderlick received the following commendation from Superintendent R. E. Ryan of the M. & St. L. Ry., in a letter which he wrote to Superintendent Lollis: "Your conductor Vanderlick called our dispatcher's office about 7:30 A.M., October 26th, reporting eight inches broken out of our main track rail at St. Louis Park. Apparently your conductor noticed this defect in our track when passing it in charge of a Milwaukee train. Will you please convey to Mr. Vanderlick our appreciation of his thoughtful act, and if it is permissible, will you not record this meritorious act?"

C. & M. Division engineer R. J. Casey discovered a broken rail in Section 6, October 26th, which undoubtedly averted a serious derailment.

Dubuque Division brakeman H. G. Jungk, on No. 63, October 21st, while going out to flag at Specht's Ferry, discovered a broken rail and took immediate action to stop No. 6, which probably prevented a serious accident.

Acting agent Bruce Devoe, Boyton, Iowa, while checking up company coat found S. E. Car 3869 with broken arch bar and reported same to proper authorities.

Illinois Division engineer Richard Hansen; fireman James Keillor; switchmen Otto Radke, Lee Smith and Albert Christensen, at 6:30 A.M., Nov. 3rd, discovered fire in oil house on repair track, Savanna Yard and very promptly used their engine to put it out. Their quick action undoubtedly saved all of the buildings on Savanna Rip Track and prevented a most costly fire.

On the night of November 1st, a Mr. J. H. Martin of Marinette, Wisconsin discovered bridge U-848 between Marinette and Bagley Jct. on fire and flagged Wis. & Mich. train with engine 527. Superintendent Dow has written Mr. Martin in acknowledgment of the great service he rendered all concerned.

R. & S. W. Division brakeman Harry Gavlord on train No. 36, Nov. 3rd, found a purse containing a large sum of money after train had left Delavan. He at once made effort to locate the owner and purse was returned to a young lady who had gotten on at Bardwell and off at Bardwell.

Towerman Joe Dvorak, Tama, Iowa, on Nov. 9th, while Extra 8678 was passing, heard a peculiar noise on the track, and after train had passed went down and found a broken rail near the crossing.

Yard conductor Fred Doelger, Milwaukee, on the morning of Nov. 9th, while making a transfer to the Menominee Belt, discovered a broken switch point at the switch leading onto the Linde track, and promptly reported this in time to

stop the transfer until track was repaired.

Crossing flagman John Saldivan, Oconomowoc, Wisc. as Extra West 8632, November 14th, was passing Oconomowoc, discovered brake rigging dragging under one of the cars. Train was stopped and the defect removed.

Baggage helper Ernest Dobrick, Watertown Jct., Wisc., while Extra 8627, West, was passing Watertown Junction, November 22nd, discovered brake beam down and notified rear brakeman who stopped the train at Volta in time to avert further damage.

Obituary

Frank McGraw, one of the oldest employees of Chicago Terminals died at his home 5206 Washington Blvd., Chicago, November 19th. Mr. McGraw entered the service of the company in 1876 and has been employed in the Chicago Terminals, continuously since 1881. His was the second name appearing on the seniority list, there being but one employee older in the service in Chicago Terminals than he.

"Tacoma Shops A, B, C's"

- A—Stands for Al our G. F.'s name
Who causes a loafer to shudder with shame.
- B—Is for Brady with plenty of crust
What the devil can't do, the R.H.F. must.
- C—Is for Coors, our instructor on juice
On volts, amps and kilowatts he sure is the deuce.
- D—Is for Dick, I don't mean a top
In the electrical line, he is right on top.
- E—Is for Ed, I mean Ed Morrison
Who fixes up everything made out of tin.
- F—Is for Frank, Buchanan I mean
As a TE he's the best we've seen.
- G—Is for Grummel of Woodhill fame
When he's not working, he's hunting for game.
- H—Is for Horr, erecting shop king
With circular letters n'everything.
- I—Is for integrity, going strong
We like his looks and he'll be with us long.
- J—With A. W. stands for J. A. Wright
As Master Mechanic he puts up a good fight.
- K—Is for Kroha the A. G. S. K.
Who swings a big stick in a material way.
- L—Is for Lowert and Luebbe too
As machine shop experts, their equals are few.
- M—Is for Marchal in the Blacksmith shop
And Malone who keeps boiler makers on the hop.
- N—Is for Nofke, whom we've mentioned before
But we give him more space so he won't get sore.
- O—Is for Otto the Blacksmith shop chief
Who knows his iron like a butcher his beef.
- P—Is for Pentecost, we mention him twice
For our General Foreman is awfully nice.
- Q—Is for queer, which at times we are all
Both in Spring and Winter, Summer and Fall.
- R—Is for Rastus, our colored clerk
Who pushes a pencil when he's at work.
- S—Is for Strinsky and Snyder, some pair
As B. F. and C. C. they peddle the air.
- T—Is for Thomas, a foreman by birth
At Cedar Falls, he rules the earth.
- U—Is vacant, this space for rent
But toward unity, our efforts are bent.
- V—Is another place we'll have to leave blank
For we always want to be in the veracious rank.
- W—Is for Whyatt and also Woods
As foreman and A.B.S. they deliver the goods.
- X—The 24th letter in the alphabet
We have none for this letter, but we may get yet.
- Y—Is for Yasmier, who pushes a pen
And recites little ditties to amuse the men.
- Z—Is for Zille, rainbow for sheet
Who juggles engines at our Seattle port.

Miles City Country Club

Another organization recently sprung into existence within the limits of the Musselshell division known as the Miles City Country Club, which will be regarded as being very appropriately named when it is known that the grounds border on the famous Bad Lands, so long identified as the background of Indian civilization and which, by the way, lies between two summits, Carbon Hill and Signal Butte, so often used by the Redman in apprising his fellow Indians of the approach of the white "invaders". The club will have as the principal reason for its existence, the chasing of the little sphere that not a few Milwaukee boys are now so enthusiastically devoted to, so much so that the wee small hours of Sunday morning often find them indulging in vocal exercise not at all in keeping with the day. These are the beginners, of course, and it is to be hoped that with a little practice, misdirected strokes will be fewer and bring forth, instead of—

Glory, Glory be, etc. Anyhow, much praise is due Dr. Garberson, R. W. Allen and a few others, whose eye for the picturesque led them away from the ground of the Ft. Keogh Reservation to what many visitors have pronounced the "Bonniest links o'them a". At least in the state. Further notice has come to this organization through a poetical contribution by our district engineer Edward Murray, which follows:

THE LINKS

(Miles City Country Club)

Out where the earth and the heavens commune,
Where the vigil was kept by the sun and the moon,

And the blasts of December unlike those of June,
Stalked the shadows of millions of years;
To find not a change in the hill or the vale,
Where the nurslings of nature crept slow to befall

The absence of man, save the Redman, whose trail—

Like the shadows gone by, left no trace of his fears.

But now all is changed! The soil's trodden o'er
By athletes, unrivalled in Hellenic lore,
Determined to master a very low score,

As they labor o'er fairway and green;
With driver and brassie and putter they show
A skill that's commendable—royally so;

So long may the membership prosper and grow,
With lots of good fellowship gracing the scene!

This Happened Elsewhere

"Fare!"

The passenger paid no attention to the conductor's demand.

"Fare, please!"

Still the passenger was oblivious.

"By the ejaculatory term 'Fare!'" said the conductor, "I imply no reference to the state of the weather, nor even the quality of the service vouchsafed by this philanthropic company. I merely allude, in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation incurred by your presence in this vehicle and suggest that you liquidate."

And then the passenger woke up and produced his nickel.

Proof Positive

Two negro teamsters were arguing as to how long crap shooting had been a popular pastime in certain circles. "Ah tell yuh hit was invented in the Spanish-American War," insisted Moses.

"Niggah, yoh ignorance am shocking," declared Rastus. "A man wrote a book called 'Pair o' Dice Lost befo Gawge Washin'ton was bawn!'"—Ex.

TRUE TALES OF SUCCESS—No. 18 of a Series—



N. G. BUTCHER
Nallens, W. Va.

I can say that the best thing I ever did was when I sent \$5 to the U. S. L. G. Co. for their smallest sample set. It is remarkable how people ask for those American Bankrolls, once they get started buying.



H. S. FREAK
Watertown, N. Y.

The best pocket-book in the world for young and old is the American Bankroll. I have had more pleasure and profit out of selling this wonderful piece of merchandise than anything I have ever touched before.



FLORENCE WHITE
Wonevot, Wis.

I am a widow, and I am glad to say that the American Bankroll has helped me very much toward paying necessary expenses. It certainly is a pleasure to sell them. They sell themselves.

If YOU would like to do as these three wise people, check square in coupon below when you order your sample

GUARANTEED GENUINE LEATHER Bill Fold, Card Case, Coin Purse



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

The American Bankroll, 1925 model, Beautifully made of Black Cobra Grained Genuine Leather. Strongly stitched, neat and most convenient pocket-book you ever saw. 3x4 1/2 in. closed. Contains 48-page memo-diary full of useful information, and has separate pockets for coins, bills, cards, checkbook and photo or pass card (under transparent celluloid face). You couldn't buy this anywhere else for less than \$2.00. A wonderful bargain at our special price of ONLY 98c for Birthday or Christmas gifts.

Send No Money!

Don't send us a penny in advance! (Unless you object to C. O. D.) Just send the coupon, and tell us what you wish engraved on the pocket-book! Then when you actually receive it, simply pay the postman our remarkably low price of 98c and postage (plus extra charges as shown if you want address, etc.). If you don't think this is the best buy you ever made, return it to us and we will refund your money at once, including postage. We have been selling these pocketbooks nearly 20 years. You take no risk.

If no Salesman or Dealer in your city, order direct from us.
AGENTS and SALES PEOPLE
find it pleasant and profitable to show our fast selling line—part of full time work. Ask for full particulars with your sample order.

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

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

Send me your Genuine Leather "American Bankroll" 1925 model pocket-book. When it arrives I will pay the postman your special price of 98c and the few cents postage, plus extras I have checked below. If I am not more than satisfied, I will return the pocket-book and you will refund my money, including postage, as you have GUARANTEED for nearly 20 years. Also send me your free folder, listing many BARGAINS in Guaranteed Leather.

Name _____ (Engraved FREE)
St. No. _____ ☐ Extra 30c
City _____ State _____ ☐ Extra 30c
Emblem _____ ☐ Extra 40c
☐ Extra 40c

Send me your special Agency Proposition. ☐

ON THE STEEL TRAIN



Superior Division Superintendent's Office Force, Green Bay, Wis.

Splinters From the Wooden Shoe

Broconie

Chief timekeeper Mathews has bought a home out in Allouez and it is now requested that the next time card Mr. Peterson gets out that he make the C.&N.W. Railway Bridge a flag stop so that Harold will not have such a walk to and from work.

The boys in the Superintendent's Office took a half day and cleaned out the record room as it had reached such a stage that things were not to be found due to being covered up with dirt. We are now able to go out there and find things without any trouble. There was only one bad feature and that was they did not wait until Saturday to do it and then they had to take a bath in the middle of the week and three of them caught cold, due to the shock.

E.&F. timekeeper Geo. Berghauer, announces the birth of a ten pound baby boy. George says it is a regular boilermaker. Congratulations, George.

We were all greatly surprised and sorry to hear of the death of Division freight agent Stewart's Clerk, Horace Ellsworth. Horace left us two weeks ago apparently in good health and on arriving at work Monday, November 3rd, we were informed of his sudden death. Sympathy is extended to his family.

The \$26.50 man was around the other day with his samples for winter overcoats and we saw two of our boys having measurements taken, so expect to see them sporting new overcoats soon.

The Superintendent's Office is going to hold a party some evening after November 20th. All that is necessary to bring is a scrubbing brush and wear a pair of overalls. The pails, water, soap and ladders will be furnished by the Company but the elbow grease will be donated by the office force. After this party is held there will be a great saving in the light bill as all soot, cob-webs, and other surplus dirt will be removed from the walls and ceiling of the Superintendent's Office. The force have already ordered colored glasses as the change from darkness to light will be too much for the eyes. Guests are invited after we are cleaned up. Flies, rats and cockroaches are expected to be working overtime to rebuild their destroyed nests.

We now have a new clerk in our midst, Harry Warner. Welcome to our fold, Harry.

Harry Washburn is taking Mr. Ellsworth's

place in division freight agent Stewart's office. We will miss you Harry, but never mind you can come up and see us often as you will not be so far away.

Some photographer came up in the office the other day and insisted on taking a picture of the office force and some place in the Magazine you will find it. There is only one objection to this picture and that is that chief clerk Ballard and chief timekeeper Mathews got up late that morning and rushed down to the office without shaving. This is unusual as the boys are always clean shaven when they show up at the office, but, of course, accidents will always happen.

It is reported that chief dispatcher Dinwoodie, roadmaster Neugent and master mechanic Culbertson, routed to Sturgeon Bay to catch a few Lake Trout. Dinwoodie came back with 6 1/4 lb. trout, Culbertson an 8 3/4 lb. Have not heard what Mr. Neugent brought back but suppose when Pat saw that nice icy cold water he could not resist the temptation to take a swim and forgot all about the fishing.

Tuesday morning Bob Held came to work all puffed out of shape. He bowled high three games the night before. That was an awful strain for you Bob—you had better be careful or you will be laid up for the rest of the season.

We are sorry to report the death of two of our oldest employees, passenger conductor John Allen and engineer John W. Du Bois. Conductor Allen passed away after a lingering illness but engineer Du Bois' death was a sudden call. Our sympathy is extended to both of their families.

Business car \$809 is in the shop being thoroughly overhauled, which it was badly in need of.

Our Green Bay Passenger Station does not look natural since it has been all painted up.

Operator John Henrichs has received the position at Menominee. We would say that is pretty lucky for you John. Suppose we will now be hearing the wedding bells soon.

Conductor Fred Arnett is back on the way freight and conductor Melville in the ring again.

Geo. Le Fevre came to the office this morning all excited over the smash-up of his new Reo Sedan. He stopped for the Railroad Crossing as he signed up to do and in starting again a farmer's rig drove in front of him and before he could stop they had ruined his bumper and one fender. George says he was practising Safety First but that was all the good it did him.

Roundhouse man at Iron River, John Grandy, passed away after an illness of little over a month. Mr. Grandy was well known around Iron River and he is missed by everyone. We extend our sympathy to his family.

Louis Nimz—Yard Office,

Hello, Hello, Yes, Yes, Alright.

Conversation over.

G—that bird had an awful breath. By heck I can still smell it.

Bill Tierney: "What's the matter Louie?"

Louie: "Gee can't you smell it?"

Here's the story: Some bright switchman had more limberger than he could use—the telephone became a member of the "smell" family. Louie was the first victim—he swore up and down it was the other fellows breath (I wonder if it could be Cliff). Eventually Bill Tierney got a call—oh boy! the same sweet essence of limberger. Bill got mad and gave the mouth piece of the phone a nice warm ride in the stove. Oh! what a smelly trick—never mind Marcy you'll get yours.

We are already to receive Frank O'Malley when he comes down from the woods (Channing) about the first of next week. Frank is always waited for—especially by the ladies.

J. F. Sullivan, Assistant Trainmaster, it is reported has returned from his annual hunting trip. Haven't been able to find out what he was hunting, but believe it must have been deer (deer), as that is what he is usually looking for.

We saw brakeman McKenzie around with his head all bandaged up. What is the matter Bill were you in another Kentucky feud? Better stay out of them as they are bad.

Ford Motor Co., at Iron Mountain, is reported to be working but five days a week now, which means that business at Iron Mountain will be a little slack for a while.

The Wisconsin State Reformatory have asked our boys to come out to the institution to bowl a game or two with the inmates. We expect to see them go out there soon, but believe they should be careful as they are liable not to return.

Engineers Geo. Buntin, Edw. Smith and Rene Rice departed for the deer fields November 12th.

Lead boilermaker Edw. Soboda attended the Notre Dame, Wisconsin football game at Madison, November 8th, as well as brakeman Ray Clark and Art. Maloney. They all report a good game.

Another Radio Party is in sight at Jap the Callers home. We hope there will be no static.

Engineer John Whitney is a new owner of a radio set.

Harry Cormier is the father of a baby boy. Congratulations, Harry.

Engineer Wm. Bartlett is attending the Engineer's Chairmen's Meeting for the past week.

Brakeman Fred Murdock is assigned to the Appleton branch by bulletin.

Engineers Redline, Scott and Sheppard have cleaned the Bay with ducks. All the old time ducks go under water upon their arrival on the bay.

Engineer Phil Gavin has taken Nos. 6 and 31 on the west end.

Engineer Jos. Hicks will occupy the engineer's seat on the "Scoot" when it is reinstated on the 15th.

Engineer Fogle's little daughter has recovered from an operation for appendicitis.

Yard clerk Louis Nimz has purchased a new Chevrolet Sedan.

We understand the yard office is to be piped for steam heat. Do not understand how the yard office force are going to be able to stand this up to date heating system.

Christmas Gifts

(Continued from page 22)

ver match case; pearl necklace and bracelets; amber and shell toilet sets; lamps of all descriptions; glass cigarette containers; mirrors; andirons, screens, etc., for fire-place; many new novel designs in candlesticks, and they are very popular again this year; a mahogany shaving glass makes a delightful accessory for the gentleman who shaves himself; desk sets; novel door-stops; Spanish pottery pitchers; cork mats are quite the newest thing to protect your table. I sincerely hope some of these suggestions will help you get your Christmas Shopping over early.

Tribute to the Handcar

Will Chamberlain

It is not very grand to see—
This tiny car that always must
Slip to one side while thunder by
The lordly trains—heir of their dust—
Then to go clinking down their trail
In summer's sun, in winter's blast—
It isn't much for looks, all know,
Not as a beauty is it ever classed.
But when the Snake Root swelled and
roared
One spring, and ice was mauling wild,
Threatening to kindle-wood the bridge,
And folks were pale that had but smiled,
The Overland with a death-sick man
Was halted clear of the wave-torn slope,
While the little battered handcar bore
Him tenderly over to care and hope.
It's the dear Samaritan of the rails—
This grime-begotten and rain-splashed
car,
With its burden of men and tools and
pails—
Masters and tokens of line repair;
And though the Special may cinders toss
All over its side-tracked, splintered deck,
Yet it plays its part like a hero true—
This modest, bobbing, four-wheeled
speck.

The Discouraged Cook

By Wm. E. Love
Waiter, Dining Car 5114

He sat by the window in discouragement
Wondering where all his money went.
Cards and dice had played their part
And left this poor cook with a broken heart.
He had played all the games on Puget Sound
Even played chuck-a-luck in China Town.
He played China Policy in every way
But the Chinaman say "you no catch me to-day".
He'd taken them up and dashed them out
And cried aloud, "Come Jo",
But soon he heard some fellow say
He has no chance with little four.
He shook them up a time or two,
With nothing else but doubt
And then he heard another one say
That time you seved out.
He scratched his pocket for some "jack".
He tried this time to win
Instead of getting four this time,
He found his point was ten.
And then he too began to say
"This game I cannot beat"
Some fellows sure can make these points
For they know how to cheat.
Now I am broke, I mean dead broke
I have played all the games as well
But the man who invented this game
His home should be in Hell.



Andrew Flood

Janesville Line Items

Andrew Flood entered service in June 1864 at New Lisbon, Wis., repairing iron rails by patching defects on the surface, this being done by heating patch and rail and welding the patch to the rail, the tool being a furnace and face plate and ordinary blacksmith tools.

September 13th, 1868 the plant was moved to Watertown Jct. The same work continued there, but with improved power tools, the patches being applied with rolls designed for the purpose. Mr. Flood was installed at this plant as stationary engineer in charge of all machinery. The shop was known as a rolling mill.

At this time the manufacture of frogs and switches was started on the Milwaukee railroad, at Watertown Jct., with limited facilities, which have gradually expanded until for many years now past, this railroad has manufactured all of this equipment needed.

In 1872 the patching of iron rails was discontinued and a friction saw installed with which defective portions of rail were removed, in place of patching the defect.

Mr. Flood continued in his position in charge of machinery until July 1887 when the entire plant burned down. After the fire, the frog and switch shop was moved to Milwaukee. Mr. Flood moved with it and was installed as Stationary Engineer, continuing in this service until 1907 when this shop was moved again, this time to Tomah, Wis. Mr. Flood not further desiring the responsibilities of the position of engineer went to work in the tinshop where he is still engaged, working every day, his production equal to the production of any man in the tinshop.

Mr. Flood is now 87 years of age, is in good health and more active than are many men at forty. May he live to be 100 and may he spend the last year of his life in the tinshop, for he enjoys his activity and takes pride in his work.

Sympathy is extended to LaCrosse Division conductor Holbrook who suffered the loss of his wife, November 16th. Mrs. Holbrook had been ill for some time, but hopes were entertained for her recovery until within a short time of her death. Interment was at Sparta, Wisconsin. Resides her husband, she leaves to mourn her passing, a brother who lives in New York, a sister, Mrs. Hull, wife of Wisconsin's State Secretary, and other relatives in New York State.

Sam—"What am you doin' now?"
Bo—"I'se an exporter."
"An exporter?"
"Yep, the sleeping car company just fired me."—Ex.

Finally the riddle of the centuries has been solved: a chicken crosses the road for the same reason that a motorist crosses railroad tracks without looking.
—N. Y. Herald.

The Thought of a Car Knocker of the La Crosse Terminal

There was a young man named Shannon
Whose voice is a trifle hoarse;
Possessed a wonderful cannon
The day that he shot Campbell's horse.

The critter laid there a-groaning...
All day and one-half of the night
From nostrils and mouth he was foaming
And fighting a desperate fight.

Poor horse had two very hard raps
On the head with an axe that was blunt
But he was not ready for "taps"
As long as he could kick and bunt.

Then along came a little hero
From the village in the valley below
As a knight in the days of Nero
He put on a wonderful show.

He walked right into the manger
Of the one-time precious steed
Took air like a Texas ranger
Fired, and did it bleed!

The horse never moved a muscle
After that famous shot
He died without a tussle
And died upon the spot.

We have it from good authority
That a hemorrhage caused him to go
And not the shot fired by Henry,
Because he missed him you know.

There wasn't a hole to be found in his skin
Although he bled from nostrils and eyes
But Henry, you know that it is a terrible sin
To tell such wonderful lies.

Thoroughly Blocked

A man traveling in a train that had made several abrupt stops and sudden jerks became a bit anxious. There had been numerous accidents on the line, so he had been told, and there was cause for fear. Calling the porter aside, he said: "George, is this train safe?"

"Safe as any, suh."

"Is there a block system on the road?"

George's grin extended from ear to ear.

"Block system, suh? Why, boss, we has de greatest block system in the world. Ten miles back we was blocked by a load of hay, six miles back we was blocked by a mule, jes now we was blocked by a cow, and I reckon when we gets farther south we'll be blocked by an alligator. Block system, suh? Well, I'll say it is!"

—Illinois Central Magazine.

A Slight Mistake

Mike: "'Tis a fine kid ye have there. A magnificent head and noble features. Say, could you lend me a couple of dollars?"

Pat: "I could not. 'Tis my wife's child by her first husband."—Exchange.

Blinded

More accidents to eyes than any other part of the body, among industrial workers, it's announced by the National Committee for Prevention of Blindness. Every year 200,000 eye accidents in industry. Of the 100,000 totally blind among Americans, 15,000 were blinded while at work. If you earn your bread and butter near a machine or any chemical or other thing hazardous to sight, cut this out and paste it where you'll see it often.

"Where the West Begins"

By Maggie

"Red" Ball, third trick Car Clerk at Moberg, is taking his annual vacation this month. If he gets lots of chickens and ducks his vacation will be a success. Jakie Rhinehart is working the job during "Red's" absence.

Mary Eat-the-Hay and Can Tie-Em of the Moberg Freight Office and Western Union Office motored to Solon, Sunday to be the dinner guests of Mr. and Mrs. White Bear. They returned in time to cross on the last Ferry boat and were on the job Monday on time contrary to all expectations.

Vice-President H. B. Earling, Gen. Mgr. C. O. Bradshaw, Asst. to Gen. Mgr. E. H. Barrett, D.F. and P.A.; J. J. Foley and Asst. Chief Engr. Middleton with Superintendent Fuller made a trip of inspection over the branch lines Nov. 7th and 8th.

Kendrick Grobel, son of Trainmaster Grobel, attending State College at Yankton, spent Sunday with his parents in Moberg. Kendrick is making good from all reports.

Mrs. N. H. Fuller, wife of Superintendent, was called to Perry, Iowa, November 3rd to be with her mother while undergoing a serious operation. Latest reports are that her mother is doing as well as could be expected.

Moberg is making big preparations with elaborate street decorations for Bridge dedication November 12th. A Special Train from Aberdeen to carry the Aberdeen Boosters will be operated, and the Bridge City expects a record breaking crowd for the event. Joe Max and B. Longam will direct the traffic during the celebration.

The Moberg depot was broken into Thursday night. All wires were cut and the telephones torn out and the City Bank robbed. Quick work by the railway officers landed the guilty parties and they are now awaiting the outcome of the strong arm of the law.

J. J. Foley, D. F. & P. A., and J. F. Herrick, T. F. & P. A., came down to Moberg and attended the Bridge Dedication, Corn Show and Trail Meeting. A good time was had by all.

Brakeman L. W. Clark suffered painful injuries to his ribs when the train on which he was braking came to a sudden stop on account of a knuckle slipping by, throwing Clark against the end of the caboose. The same day brakeman C. E. Coutts accidentally fell off the top of a car in switching at McIntosh suffering injuries to his arm and foot. At this writing both men are recovering.

Box packer A. Reich at Moberg, had the misfortune to fall while walking along side of No. 263 pulling out of the yard, and in doing so fell with his hand on the rail, a wheel passing over two of his fingers.

Fireman Brian Miller had a painful injury to his shoulder while firing stock train on south line last week, account falling on the deck. He was taken to the doctor's at Eagle Butte for medical attention.

R. & S.W. Division

Lillian L.

Lewis Kappes, Warehouseman at Freeport, embarked on the sea of matrimony on October 30th, the happy bride being Miss Susie Kerr. They left on train No. 9 for a honeymoon at Excelsior Springs, Mo., and were given a rousing sendoff by the employees at Freeport, in which rice, confetti, etc. figured prominently. Congratulations to "Butch" and best wishes to the bride are extended by all.

Roscoe Askey, Ticket Clerk, Freeport, attended convention of Ticket Agents held at Buffalo, N. Y. during October. He visited Niagara Falls and New York City and came back with a bad case of stiff neck from gazing at the tall buildings.

We are all wondering how and where George Hannaford received his pretty black eye. Of

course, George tells us how it all happened, but we wonder?

A son, James, Jr., was born to conductor and Mrs. James T. Barrett, November 10th.

Captain Freddy Miller of the rail bowling team looks worried these days. He says he is afraid he will lose his star bowler, as he has been informed that Jimmie Smith has been trying to sign up Pete Clark.

Charlie saw a cow ahead, she is mine so Charlie said. He started his engine on the fly, you'll meet that cow in the sweet bye and bye.

That was quite some box of candy Clara sent us on the wedding. Here's hoping she gets married again before long.

Everyone would like to know who won Tom Crago's radio.

Mrs. Esther Capman, Roadmasters' Clerk, was quite seriously injured in an automobile accident during October, but is now able to get down to the office for a few hours each day.

Miss Mary McDonald attended the Notre-Dame football game at Madison, November 8th.

Superintendent Devlin spent a week duck hunting near Waubay, S.D.

It would be well for Leo to get a pair of glasses so that when he crosses the street he will see where he is going and not step into a big pool of water, as he did recently while watching a couple of Janes. What he really needs is a pair of side blinds.

Roadmaster Armstrong was transferred to the Northern Division. Mr. Jay Gould coming to the R. & S.W. Division.

Mr. John Ryan passed away at his home in Freeport on October 21st. Mr. Ryan was a conductor on the old Racine & Mississippi Railroad back in the early eighties, following which employment he was made General Yardmaster at Savanna. After serving in this capacity for some time he again entered road service on the Illinois Division, his run being between Elgin and Chicago. Mr. Ryan made many friends during his years of service.

Miss Claribel Cunningham attended the Notre Dame football game at Madison, Nov. 8th.

Miss Dolly Howard and Miss Frances McGinn spent the week end at Minneapolis the latter part of October.

Ask Tom about that hunting trip to Sugar River.

Drippings From the Ice Bunkers

By Spud Bar

Everybody, attention! The refrigerator service department has discovered that most of its employees are musically inclined and have therefore organized a band. To give everybody the benefit (?) of said band, we will broadcast our program on Christmas Day, so all of you who have radios tune in on station "I-C-E" and you'll never forget it! Here's the program:

Mr. Ernest E. Webb, P.F.I. at Bensenville, will play the "Ice House Blues" from his old trombone, and Mr. A. E. Fairhurst, P.E.I. Chicago will accompany him on the accordion.

Mr. Robert Weber, Soloist, will render a selection from a new comedy entitled "mother's teeth will soon fit sister" while Miss Huber will peel forth the melodious words thereof.

Mr. Wheeler will entertain you with a little ballad entitled "When will the price of ice go up" and will be accompanied by Miss Hoffman playing the harp.

You will then hear our famous quartette, composed of the following members—W. B. Holcomb, 1st Tenor; Richard King, 2nd Bass, and Anthony Gaertner; Shortstop. Mrs. Wilhelm will umpire the quartette.

Miss Rosendale will sing a song entitled—"Bill, come to dinner, I'll add some more water to the soup." This being a good dance number, Miss Callahan and William Hagedon will entertain you with a little polka. Of course, you'll have to put on the loud speaker for that number. Miss Callahan wishes us to voice her regrets

for not being able to play her favorite instrument, as she accidentally lost a few of her finger-nails, rendering her incapable.

Miss Sherry will beat time to the whole orchestra with her curling iron, and we'll be all set.

If you wish to make any suggestion, or add to our program, please get in touch with our manager, Mr. U. Buchanan, who will also do the announcing.

All inspectors on Lines East and West are welcome to join. Send your contributions to Spud Bar.

H.&D.

"J.D."

Mack's favorite song is, "Over the Waves".

A male chorus under the leadership of Cy Wash has been organized at Montevideo, some of the principal warblers in said chorus are, John Schaffman, Sam Alsaker, Ed Skoberg and Mr. Null.

Andy Gumps, campaign manager for this district, is proud to announce that after several weeks of strenuous effort he has been assured that his candidate will carry North Watson. Says he encountered strong opposition at first but after inserting a new plank in his platform promising government aid to "Onion Growers" he had no trouble winning all the voters in that up-the-river metropolis.

We are glad to see brakeman Crabby Meyer's smiling face back again on the H.&D. Have not yet learned who succeeded Crabby as cow-stable "chef" down on the dairy farm. When it comes to dishing out corn-flakes or grape-nuts to the bovine animals, Crabby is as much at home as he is on the hurricane deck of a box car.

It is rumored that our popular freight conductor Benj. C. Bishop, is going to forsake the box cars and enter the oil business as soon as he can procure a "gas-liquifier" of ample capacity. When Ben gets established in his new line of business we can assure all "flivver-owners" that a few gallons of "Ben's benzine" in their gas tanks will be equivalent to putting "Packard glands" in their Fords.

F.T.B. has the sincere sympathy of the entire division on account of the hard luck he has encountered ever since he purchased his Dakota farm and attempted to become a semi-dirt agriculturist. The first year his bumper flax crop was pounded several feet beneath the surface by an old-fashioned hail storm and flax was only \$6.00 per bushel. The two following years he was forced to cut his wheat crop with a safety razor. Last spring he decided to summer-fallow this year and did not plant a kernel, and, now his neighbors are busy harvesting a 35 bushel per acre crop. We wonder if Ted does not envy the position of the old native down in Arkansas who was standing on a rocky sand piece of ground leaning on his hoe, when a passing traveler stopped to extend a word of sympathy to the poor man. The old native replied, "Go on, I'm not as D— poor as you think I am, I don't own this land."

Mr. Oscar J. Zimmerman, better known on the H.&D. as the Senator from Oklahoma had a slight accident on his return trip from Oklahoma. Oscar ran over a dozen half grown hogs killing one of them and the owner met him on the road with a hay fork in his hand. The old farmer insisted on a payment of \$10 for the dead hog but after he found out the man he was talking to was the Senator from Oklahoma he stood at "attention" and let the "Shevy" roll on.

L. T. Wolf, formerly of Ortonville, noted hunter and trapper, who is at present agent at Wegdahl, reports he will take another trip up north in the woods hoping to get a few more rabbits and squirrels. Louie expects to be gone about three months.

A Brown convention was held in the Montevideo dispatcher's office the other morning. Jimmy and Scotty came up to see Jessie James

and met Miss Myrtle and the boys decided to give Miss Myrtle a banquet.

"Doc" of the Superintendent's office, is just back from a few days trip in his Ford to his old home in Wisconsin. The last half of his going trip was after dark and he made it all on high, coming back same road in day light in the hills around Plum City, Wisc., he had to use low, and at that nearly fell over backwards on one or two of the hills. Wonder what "Doc" had in the old "Flivver" on his trip to Wisconsin.

Lots of secrets betwixt the timekeepers, the GC's stenog., and payroll makers these days. What the deuce is it all about?

"Jea" emits big chuckles when anyone mentions "The Three Musketeers". Must have been stepping around, eh?

Ben Peterson was out the other day plugging big bullets into a big clay bank near town, bet there's a nice venison roast in sight.

"Doc" finds the Teal ducks hard to kill these days. Better stand the old "Flivver" on her nose Doc and load the exhaust pipe with gravel, that'll get 'em.

Our new chief comes from Minneapolis, "welcome to our midst-old man".

"MCB Gossip"

"Lee"

Dear Santa Claus,

Please give everyone in the office a Merry Christmas and a Happy New Year, some I know have not been as good as they might have been, but they'll be awfully good the rest of this year if you'll give them what they want, honest they will.

Please bring Frank Skola some knuckle protectors so he can bowl in peace and happiness. The poor little boy will forget that the ball is supposed to hit the alley instead of his knuckles and gets all banged up.

And please bring the "Bobbies" a quick hair growing trick so they can have flowing locks again and be in style without going through the temper-raising process of wearing it half-long.

Please bring us a lot of nice holidays so we can all go visiting and have good times like Belle did in Chicago, Fredrick Andrews did in Madison, and Eugene Kleiner did in Green Bay.

And please make the trains stay in jerk-water stations a minute longer so Fern Hawkins and I won't have to bump home in busses. Anyhow we know where Omro, Oshkosh, and Fond du Lac are now, to say nothing of Berlin.

Martin would like to have you bring him a real moustache so he won't have to go around with what looks like a shadow on his upper lip. He dare not coax it by shaving for fear it will disappear altogether, so please help him out and he will be a good boy.

Now that August Gehl has those lovely big specks he would like to have you bring him a few curly waves in his flowing locks so that he can look just like Harold Lloyd.

Eugene Kleiner would like to have a Hudson, but of course if that can't be arranged he may consider that \$30.00 affair, Archie Sell spoke about. Anything that runs will do.

And please bring Julia a real, classy idea for a dress, one that can't be copied. To meet her dress once after she had designed it was bad enough, but to see it three times was adding insult to injury.

Howard Kuhl would like some nice little new Shicky trick. He tried chewing tobacco but it didn't work out so very well.

There is nothing Erwin Weber wants more than a classily dressed dancing partner, so Santa won't you please do your darndest?

And please let John Daly like the place left vacant by Robert Wilson, who left us to work for Mr. Martin.

And please have John Trojan and Fly Shames stay with us long enough to learn how to handle the mail.

PILES CURED WITHOUT SURGERY

Established
in Kansas City
25 Years

The
Parkview
Kansas City, Mo



LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cautery, no "red hot" iron, no electricity, no confinement or hospital bills to pay

WE CURE EVERY CASE OF PILES WE TREAT BY DR. McCLEARY'S MILD, SERUM-LIKE TREATMENT or YOU NEED NOT PAY ONE CENT

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory CURE. Send now for complete information on an

EASY AND POSITIVE CURE BY
DR. McCLEARY'S MILD SERUM-LIKE TREATMENT
BEFORE YOUR CASE BECOMES INCURABLE

We will furnish you the names and addresses of over 9,000 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—

First—No matter what you have tried without success, your Piles can be permanently cured, posi-

tively and easily, by our treatment. You don't need to despair or suffer any longer.

Second—As to Surgery—well, to put it mildly, Surgery in the Rectum is as Dangerous as it is Painful—so much so that we would not operate on a fellow human being for the removal of Piles for a money consideration. Scar Tissue is as bad as Piles.

BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Liberty National Bank	Missouri Savings Bank	Home Trust Company
Gate City National Bank	Columbia National Bank	

We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also Free Book on Rectal Diseases and "Curing Piles Without Surgery."

DR. McCLEARY'S
PARKVIEW SANITARIUM

651 TENTH AND PASEO

KANSAS CITY, MISSOURI

Electric



Castings

Steel

WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN



Dress Up In Stifel's Overalls

When you buy garments made of Stifel's Indigo Cloth, you have added satisfaction of knowing that they are the neatest and best looking Work clothes on the Market.

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

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

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

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

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

Please bring Al. Barndt a nice big bar of everlasting soap, so he won't have to borrow soap any more. He would also appreciate a pair of small scissors.

And please Santa bring more of the girls the inspiration to attend the Women's Club, they don't know what a nice time they missed when they passed up the card party.

Please bring Fredrick Andrews a manly look so the girls won't call him Sonny any more. (We can't help it Fredrick, you're so bright.)

Please bring me enough notes to last for a year and I will remain, gratefully yours.

Northern Montana Division

Anna B. Taylor

Fireman H. W. Peters and wife have gone to Seattle where they expect to spend the winter.

We regret very much to record the passing of W. T. Hart, our Agent at Harlowton. Although not one of the Northern Montana Division employees, we all had more or less in common with him, and his absence will be felt very keenly.

Mr. and Mrs. Paul Jaeger are the proud parents of a baby boy born Oct. 19th, weight 8½ lbs. Mr. Jaeger is a machinist at the Lewistown shops. Congratulations.

Mrs. W. F. Reinke left recently after an extended visit with her daughter, Mrs. Brandt, and family, to visit with her son, Mr. Francis Earl Wilcox, Conductor on the H. & D. Division at Montivideo before returning to her home at Sioux City where Mr. Reinke holds a position as pipe fitter with the company.

Mr. H. W. Jackson, Warehouse Foreman at Lewistown freight station, recently made a flying business trip to Great Falls.

Mr. Henry R. Wahoske, our genial D. F. & P. A. was a recent caller in Lewistown.

Miss Mabel Newbury (Logan's sister) received another letter from Portland, strictly against the advice of her doctor, but with careful nursing she will recover in due time, if she doesn't get another. We think she should go to Portland permanently, as with her hair she would blend into the scenery, as we have always heard "A rose for you in Portland grows".

Assistant accountant Mark Allen, wife and son have returned from their vacation in Los Angeles where they visited Mr. Allen's parents.

Old Line "Line O" Type

Harold E. Whitty

On November 2nd, the Cambria Canning Co. plant at Cambria, Wis., was totally destroyed by fire. Our section foreman A. Albee and his son are to be greatly recommended for the excellent service they performed in pinching two cars—one of which was loaded with over 1000 cases of peas and had caught on fire—off the derail and thus saving the loss.

We have one real live man on the division and

that is expressman Greeves. He makes the division his own personal property and works hard for its interests. If you conductors suddenly find yourselves on one of the pages of the Magazine you will know whose camera put you there.

Jas. O'Connor has had a new steam heating plant installed in his home. Jim says no more going to bed with cold feet.

Automobiles are a great deal like people. The more noise they make the less they are worth.

Wm. Zech, for 12 years Flagman at Hall St., Ripon, has resigned his position and will live with his daughter.

J. H. Johns has returned from his vacation, spent at his old stamping grounds at Lucerne, Mo. and other points on the Kansas City Division. He states that Wisconsin is ahead of Missouri in some ways—Good roads for one thing and dairy farming for another.

A Jordan Ditcher has been operating on the division. This ditching helps wonderfully later on alleviating the snow conditions.

P. Brodda and L. Blank wish to announce that anybody wanting frogs for bait will do well to visit the turn-table pit at Horicon. They are a particularly lively brand however.

Mr. and Mrs. R. Leonard are the happy parents of a baby girl.

Fullerton Avenue Building

J. T. Griffin

Disregarding the advice given by the various benedicts of the ticket auditor's office, Aug. Rhode stepped into the bonds of matrimony Oct. 24, 1924. The ceremony was performed at St. Josaphats Church. A large crowd of his co-workers were present to offer him congratulations and best wishes. Frank L. Schornack sang "Ave Maria" during the ceremony. E. Kusch was the first to salute the bride, leave it to Eddie. The happy couple spent their honeymoon at the Falls and Washington, D. C.

An inspection of L. Grall's car will show the clean cut imprint of a horseshoe. Lyman tells us that a horse attempted to climb over his car, which apparently was a horse, on Lyman. It has been suggested that Grall fly that historical flag of the colonies which bore the caption, "Do not tread on me."

Esther Whitney, Ticket Auditor's Office, entertained a party of friends from the office at her home Halloween night. They all agreed it was a wonderful evening well spent, as everything except matrimony was discussed.

J. Cannon and Claude Carlson, Ticket Auditor's Office, have returned to work after undergoing minor operations.

"Oh look at the frost on the water", exclaimed Anna Weslow, Freight Auditor's Office

one nice morning in the nearly part of November, while riding with Leo. Sautoski, T. J. Martin and O. W. Reinert. That's a new one on us Anna, we have heard of frost on pumpkins but on water, never.

Most of the employees in the Switching Bureau-Freight Auditor's Office are wondering what the attraction can be up at Marinette, Wis., that keeps Walter Flint so busy running back and forth. Why not bring her to Chicago Walter and save gas?

F. F. Grabenstein, Chief Clerk, Auditor of Expenditure's Office was presented with a beautiful "Silver Service" a wedding gift from the Traveling Accountants.

Five can ride as cheap as one, was a happy thought of two certain employees in Auditor of Station Account's Office when Mr. J. F. Hogan was compelled to take a cab to and from the office. They claimed they went along as company to assist Mr. Hogan in and out of the cab. It may well be said that Mr. Hogan paid for the cab. At any rate, we are all glad to see him back at his desk once more and able to perform his duties as usual. Eyes front hereafter.

The stork paid a visit to the home of F. M. Bartels, Freight Auditor's Office, leaving a baby girl.

A number of claim investigators from Mr. Heuel's office thought they would participate in a repast given by George Stanton, to celebrate the capture of a monstrous turtle, caught after a desperate struggle in the innermost parts of the Sand Dunes at Miller, Ind., of which Stanton is a native. George is noted for his heroism having on numerous occasions lowered curtains on the office windows, so the sun would not fade the colors of the hosiery worn by the girls in the computing bureau.

The disposition of the turtle will be announced later, as our hero is still suffering from a lame back due to his terrific struggle with his Mastodon, and the Field Museum representatives are crowding Stanton to give this wonderful turtle to the museum, for scientific purposes.

We've heard rumors that W. M. Rosenka will carry a large amount of insurance on his car hereafter. He remembers where he leaves his car, but some how or other 'tis not there when he comes out, all that was left of the old one was the mere frame, "Heimerle take note."

Genevieve Klein, Car Accountant's Office, is wearing a diamond ring and receiving the congratulations of her co-workers. We understand she will be known as Mrs. John Meyers shortly, how about it Gene.

Mr. Otto Reinert, Freight Auditor's Office, has been promoted to Bureau Head, Local Accounts Bureau. Otto has been with the company a long time and his friends were glad to get the news, and wish him good luck in his new position.

Julius Cottini says that Joe Carey reminds him of a school master he once had, as he always wears a shade to protect his eyes.

Sick Room Bouquets were sent by the Fullerton Avenue Employees Association to:

Elsie Schroeder, Car Accountant's Office.

Elizabeth Gustafson, Auditor of Expenditure's Office.

John Cannon, Ticket Auditor's Office.

Birdie Daly, Auditor of Expenditure's Office.

C. Carlson, Ticket Auditor's Office.

Anne Kobler, Auditor Overcharge Claim's Office.

Bertha Tannahill, Freight Auditor's Office.

Olive Streiber, Ticket Auditor's Office.

The officers and employees extend sympathy to:

C. A. Dadds, Auditor Station Account's Office, death of mother.

L. S. Lustic, Auditor Station Account's Office, death of wife.

Florence Otto, Ticket Auditor's Office, death of father.

JUST FOR TONIGHT

'Twas the night before pay-day, and all through my jeans

I'd hunted in vain for the ways and the means; Not a quarter was rattling, not even a jing.

The kale was off duty, the greenbacks had quit.

Forward, turn forward, O time, in thy flight, And make it tomorrow—just for tonight.

D. First.

Band Notes

A Brass and Reed Band is under organization, and if you want to be a charter member, send in your name, address, instrument you play, experience and in what branch of the railroad you work. If you cannot play and you wish to learn to play an instrument, we would like to hear from you addressing L. J. Silver, Overcharge Claim Dept., care of Mr. Heuel, Chicago, Ill.

We have had three rehearsals to date and are doing very well, as a large number of the boys are experienced players and the new men while learning, sit in and take instructions, as they come earlier for their practice than the others.

Credit for organizing the band must be given to Mr. Fredric J. Long (who worked for the C.M.&St.P. 12 years) of C. H. Taylor Musical Instrument Co., at 218 So. Wabash Ave., at which place we hold our rehearsals temporarily on Thursday nights at 8:00 P.M.

Members of the band during world war, are gladly welcomed back. Mr. Long has secured the head officials' authority to form the band, and the writer has personally seen to it, that joining the band does not jeopardize anyone in any way with the company.

If you have no instrument, come to rehearsals and arrange to get one, if you cannot pay cash, terms can be arranged.

Bad Land Echoes

"Bill Mike"

'Twas the middle of September, but the date I disremember, that I wrote a letter saying that our Magazines were playing hooky from this little station and asked for a duplication. After weeks of patient waiting, came an answer simply stating, that the Ed. had been away on a well earned holiday. Now the joke is that the letter was addressed to me, the getter, as 'Conductor' and then my name, though no such title do I claim. For I am just a common clerk checking baggage and all such work, checking the freight both in and out, doing the work that's hereabout. Why the title? I can not see, certainly it did flatter me, well sir, I had some real "Wild West" when an old plow horse did his best to throw me off and did succeed, his looks were destined to mislead most anyone and I will admit he had me guessing quite a bit. Emmet Sheehan just laughed out loud, and as a friend I sure am proud of him and all he did not do to help me ride that kangaroo. Some pranks were played on Halloween and no one seemed to intervene, when Pop's old 'Chevey' did disgrace the spot where Peter Bott does place his "Silent Salesman" day by day that all may see who pass that way, Pop's car was dressed in frills and tags, 'twas well bedecked with figured rags. Proclaiming to the public 'gaze the old and well worn bitter phrase "I also ran in ages past, but now I own I am outclassed, like ladies clothes I hope to be in style again in fifty-three". The best joke of it all was that Pop never even smelled the rat, but passed the car in early morn' with bitter looks and words of scorn, not knowing that it was his own to him the prank was all unknown. Miller Hansen had built a boat and many hours he did devote, to form its line all spick and span, like some old country artisan. The spirits carried it away and filled it full of new mown hay. The Boiler Makers had some fun, their supper surely was "A-1", with chicken, cake and pumpkin pie, as cooks they are more than qualify. The spuds were

good, the coffee and salad,—well, 'twas 'most divine, George Gessinger was Chef in Chief, Perry, Sheehan and Paul relief, Paul made the gravy dark and thick, could hardly stir it with a stick, some thought 'twas pudding, stiff and browned, but its real nature soon was found. I had some cake of Perry's make, that it was rich was no mistake, we dined and danced 'till half past two, then "Home Sweet Home" and all withdrew. I'll say that they can entertain, the recollections long remain, of all the good things to be had, we express our thanks to all, bedad. One face we missed among the lot, we wonder if Sterback forgot about the party or just why he did not come and occupy the vacant chair and aid the cook? such gross neglect we can't overlook. Sheehan took his old Elgin car to go to a dance—not too far, got there all right and started back, when the old thing began to slack. Tapped the feed pipe and started on, barely a rod had the thing gone, when it stopped again, would not stir and Emmet's wrath it did incur. He looked at this and took off that, danced about like an acrobat. After an hour or more perhaps, we all put on our thinking caps, and found that the vacuum tank was dry as Volstead's noted plank. Question arose—how could he fill that little tank for we had 'nil to hold the gas so he could pour and fill the blasted thing once more. One lady now took off her shoe and said perhaps that it might do, we tried it and if you must know it started off at the word "Go." Moral:—To get someplace by car, no matter whether near or far take a lady along so she can aid you in emergency. The west has gotten our Ted, each night he lies upon his bed, and dreams of saddles, quilts and bits, as far away in dream he sits. His horse is lame with a bad sprain and Ted as nurse allays her pain. The cider walk is now complete and Wood is filled with self conceit, because he thinks that it was made for his sole benefit and aid. When on the north side he does go, one'd think he was the whole blamed show, as he struts on to keep his date or goes back homeward when it's late. George Gessinger is daddy now, a son has come to show him how to talk to folks and raise a row and make a lot of noise somehow. Walter Miner and Phil Ulrich made Preston and Staben look sick, this last election that was held when "Constable" was what each spelled before his name, but sad to tell Staben disqualified. Ah, well! Mainly because he could not show his second papers, don't you know. Intention may have been all right I think he would have won out, quite, but that he never realized how much the word "Naturalized" would mean to folks from foreign lands, or what the U.S.A. demands. Paul Marion has a new ring, it hurts his eye like everything, how he got it we all have heard and all must say it is a bird. He will not let one even touch, for fear that it will hurt too much, and yet he wears it night and day, but what it cost he will not say.

John F. Allen of Milwaukee, has safely crossed that distant sea and joined his Maker over there, where Angels climb the Golden Stair. Seventy-two years he lived on earth and all who knew him praised his worth. Was conductor for many years and you will find his name appears on charter rolls of O. R. C. in his home lodge at Milwaukee. Flowers were sent for one held dear. Flowery sprays, and wreaths and cross, gave expressions of the great loss and sympathy to wife and kin, of him who hath just passed within the pearly gates where he will dwell awaiting those he loved so well. So while we feel our loss is great, we know that God doth operate, in manner strange for us to see, yet He knows best what things must be. Then be consoled and know his loss, was but to pave your way across that silent river and to make a place for you when God doth take you to His heaven up above, where Angels dwell and all is love.

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News From the Connecting Link

Betty

Gene Plum, the prominent carpenter, with Frank Walker's Bridge Gang may be seen heading toward Momence quite frequently. Gene says the old Ford is so well trained that it leads him right to the door.

We are glad to report that August Thiel, one of our Bridge Carpenters, who was injured several weeks ago while cranking a motor car, is now back on the job.

Frank Walker is now permanently located on his farm at Aurora.

The agents east of Joliet report that the pigeons are so numerous around their stations that they are becoming troublesome, and they sincerely hope that Mr. Bates will soon commence his annual hunting trip.

Section foreman R. C. Jackson with the aid of Kirkland and Wilkison gangs has installed a new cross over between the east end of No. 1 track and the main line, thus enabling trains to head in or out of the east end of No. 1, which will save considerable delay to trains meeting at DeKalb. This track was in readiness for use November 1st.

Mr. Houghtby, Car Foreman, is very much worried in regard to location for his new rip track, as new cross-over is laid on the site of old repair track. Jack thinks that the inside of the roundhouse would be an ideal location particularly when old man winter puts in his appearance.

We now have a very good sized and handy trainmen's room at Joliet. There is a place for everything and everything is in its place in this room.

Mr. T. P. Horton, Assistant Superintendent on the C.T.H.&S.E., who was driving through Joliet, called at the office for a few minutes, November 4th.

General Superintendent C. F. Bufford was on the division, November 6th, and attended the Safety First Meeting which was held on that date in the Chamber of Commerce Building at 7:30 P.M.

The train dispatcher's office on the C.M.&G. has been re-established, and it seems like old times to have Mr. Cook working first trick, Mr. Harry Miller working second trick, and Chet Elder working third trick. Mr. E. Miller is working the relief job.

We understand that Frank C. Cracraft has a thorough-bred bloodhound pup down on his farm. Well, after all is said and done there is nothing like having a real thorough-bred dog around a farm.

Conductor John Smith has a new car, it has all kinds of class, but we understand that he had to be towed in not so many days after he bought said car.

River Division News

Margaret Maher

Interest in the items for the River Division was manifested by the employees in mentioning the fact the items did not appear last month. Well, that's a secret why they didn't appear. Never would do to tell it. But will try and have the news published in the columns in the future, and was glad that you missed them.

Brakeman "Hally" Marine says there soon will be another Marine braking on the C. V. Division as a fine boy arrived at the home of Mr. and Mrs. H. Marine, Menomonie. Took me so long to tell it suppose that by this time he is named and perhaps he has even voted. That accounts for election returns.

The death of conductor John Hayes occurred in Sept. Mr. Hayes was a Veteran employee of the Milwaukee road and spent most of the time on the Wabasha Division, before conductor on the Wabasha passenger at the time of his death. The employees will miss Mr. Hayes as he has been very popular among his co-workers.

M.M. John Turney called at Wabasha and other points on the division the past month. Mr. Turney is ever eager and alert at all times to have the power in A-1 condition and he enjoys the co-operation of all on the division.

The employees at Wabasha have been posing for the photographer and later enjoyed viewing these pictures on the screen at the movies. The picture of the night roundhouse force was taken by flash light. Boilermaker Martin Petersen seemed to be on the verge of making a political speech and Martin can do it, too. Even after taking a picture of the freight house force the photographer still continues to do business.

On Oct. 15th, roundhouse foreman John Fleming passed his 45th year of service for the Milwaukee company. This is a remarkable record owing to the fact that he has spent 45 years of continuous service for the Milwaukee road. A characteristic feature is that he has served as roundhouse foreman for 42 years. Mr. Fleming has worked with untiring efforts for the best interests of the company and has always been conservative and efficient in his work.

General boiler inspector A. W. Novak called at Wabasha the latter part of October and met Mr. L. K. Silcox whom he accompanied to Minneapolis on train 17. Always glad to have Mr. Novak call, come again.

Sorry to report the serious illness of Mrs. D. M. Wheeler, wife of D. M. Wheeler of the operating department at Minneapolis. Mrs. Wheeler will be confined to bed for several weeks but is out of danger at the present writing.

Mr. J. O. Jones, formerly Valve Inspector, but now Shop Foreman at Minneapolis passed over the division to take up his new duties the 1st of November. Mr. Jones certainly did pick out a nice division to come to and a lovely city to reside in.

The boys are taking advantage of the good weather and have gone hunting whenever the time permits. After the engine on the switch run ties up at Wabasha we never see any more of the crew and suppose that there won't be a duck left in this part of the country when they get through. Ferrier and Kelley are reported as being perfect marksmen.

A coal conservation meeting was held at Wabasha, Nov. 5th and conducted by trainmaster J. W. Blossingham. Interesting and helpful suggestions were offered and recommended and no doubt will be put into effect by all concerned.

Lineman W. W. Dinnels, who sees that all the wires are in the proper place, has been ill for a few days but is able to be back to work. Just bet the ducks missed him too.

Wonder why Frank McGraw makes so many trips to Durand or perhaps it is Arkansas, surely can't be the scenery. Won't you tell us Frank?

Cashier R. E. Thompson and wife visited at Minneapolis over the week end.

Suppose that everyone will have enjoyed their turkey and be thankful too and that before another month has gone will have had a visit from Santa. Only a few shopping days left. So here's wishing everyone a Merry Christmas and a Happy New Year.

Engineer Eugene Carroll has taken the position of night hostler in the Wabasha roundhouse and Wm. Reed who has been hostling for the past several months is firing the Wabasha passenger run.

Roadmaster E. E. McClallen has been busy the past few months with work trains on the C. V. and Wabasha divisions. Mac has the track in fine shape and believe the next thing he will start to do is to take out some of the curves.

Crane operator Roy Ostrom is preparing for the cold weather by adding a stove in the house in which the clam shell is located. Roy certainly needs some convenience with the heavy business that has been on this division the past few months.

Deer Lodge Notes

Walter B. Strawn

Car foreman Earl Medley is rejoicing over the arrival of a 7½ pound daughter.

We forgot to mention last month that Miss Ethyle Bensch, Stenographer in Mr. Phelan's office, was elected Queen of Powell county and was sent to the State Fair at Helena as our county's prettiest and best.

The Clerk's Annual picnic was notable this year for the total lack of discord among those attending. The plan adopted this year should be followed upon future occasions.

Edith Jeffers thinks the best way to enjoy life is not to permit any specified rule to govern her actions.

Laura Benson has secured a three months' leave of absence which she will spend in Rochester, Minn.

Store accountant Harry Ellis has departed for California to make his future home. He expects to engage in the moving picture business there. We are sorry to lose Harry and will miss his smiling face, but we wish for him all possible success in his new venture.

Special apprentice Freeman thinks he is pretty slick since he invented a new way of hunting deer. The system of stalking deer on all fours has been tried, but it remained for Newell to reverse this procedure, his plan being to bear down on them with all fours waving wildly in the air.

It has long been our desire to write up apprentice Jim Pedersen, but we can't get anything on him. He's one of those strong, silent, cautious fellows we heard so much about during the recent election. If he does anything he never tells about it and no one has caught him at it yet. I do not refer to work.

One of the pleasing results of the recent election is that Ray Farman will not now be compelled to commit suicide. For every vote recorded by the Senator Ray tore at his hair and if news of a Republican victory had not been secured early Mr. Farman would have soon been bald-headed.

At a dance in Deer Lodge recently I was talking to a number of the local boys and they were complaining about the scarcity of girls in Deer Lodge and about how hard it was to get a date any more to take a girl to a dance. Just when the discussion was at its height and the boys had decided that getting a girl in Deer Lodge was next to impossible, in walked Clarence Kerr, Electrician, with 14 girls following him. They all chipped in and paid for the dance and after taking him out to supper after the dance and each giving him a big box of candy he was escorted home by the entire bunch of girls, (pretty girls, too.) You merely have to know how it's done, that's all.

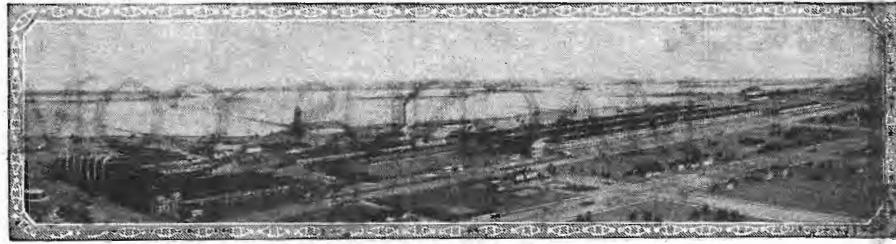
The annual dance given by the K. C.s this year was a great success. We were sorry that Gordon Craig did not get to attend. Gordon had a heck of a time in borrowing a dollar for the dance and it was just an hour until dance time when he finally made the raise. He rushed madly to the 'phone, but neither Edith nor Sybel would accept such an eleventh hour invitation and Gordon didn't get to go.

Motoring On the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

"Yes" says the agent at Willow Creek "we just loaded a car of horses here, loaded 'em into a single deck"...for goodness sake what kind of horses do they raise around Willow Creek that they use any other kind of stock cars for...the train dispatcher on duty failed to speak for almost two minutes.

Freeman Gibbs and Sweitzer from the Northern Montana are on the board on the Rocky Mountain for a couple of months during the rush which is about over as engineer Langman



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THE RAILROAD SUPPLY COMPANY
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has returned from the Northern Montana and understand Bales and Driscoll are next to come down here.

The Lombard helpers have been moved to Ringling and are helping both west and east bound trains now. Engineers Echard and Lieb are assigned to them and firemen Bennett and Smith.

Conductor Kittel who has been sick for some time is improving and has returned home from the hospital.

We are sorry to learn of the illness of the mother of Engineer Brentnall in Kansas where he will go at once to be with her.

Among the interesting items for this month and perhaps the most interesting is the news that Fireman Dave Haffner who for several years has been working in South America is on his way home and when he reaches the U. S. there will be a family reunion in California for the whole Haffner family, which no doubt will be a happy one.

We wish to announce the wedding of Miss Clara Mitchell and Frank Muller of Three Forks, October 15th. Miss Mitchell has for several years past been a popular nurse at the local hospital and counts her friends by all who know her. Mr. Mitchell is the local telephone manager here and they will make their home in Three Forks. We all offer them the very best wishes of the Rocky Mountain Division.

Al Wagner and brother Herb went a hunting after Elk the first of the month as well as did car foreman Murphy what luck they had we do not know as they are not returned yet.

We regret to announce the death of Mr. Wm. Hart of Harlowton in the Three Forks hospital, November 3rd. Mr. Hart was the agent at Harlowton for the past ten years and was a most popular man with every one both the railway and the public in general and we extend our greatest sympathy to the wife, two daughters and son who are left to grieve.

The son Glenn came from Pittsburg where he is employed by the Westinghouse people and although made the trip as quickly as was possible he did not reach here until after his father had passed away.

Asst. Supt. Wiltrout has a guest, his mother who will remain here some time.

Sioux City & Dakota Division

H. B. Olsen

A MERRY CHRISTMAS TO ALL

Quite a shuffling of desks and filing cases has been made in Jerry Murphy's office at Sioux Falls. B. & B. Foreman S. E. Hanson and crew have just completed an enlargement to the office which will greatly benefit "Jerry" and his clerk Lloyd West.

Hope Russel is due to become a modern Hercules from carrying the big typewriter single-handed.

Conductor John Reagan together with Mrs.

Reagan have gone to Chicago having been called there account of sickness.

Train-master L. F. Donald and Dispatcher J. Jameson took the Consistory last week in Sioux City.

Car Foreman R. J. Lemming, Sioux Falls, has been transferred to a similar position in the east yard, Sioux City. We shall miss him much, and console ourselves for his loss by remembering that the move is a promotion for him and his successor, J. H. Fisher who comes from Yankton. Rejoicing in the rewards given these gentlemen for their ever faithful service, we wish them every success in their promotions.

Bill Ralph is the proud father of a baby girl, we have not learned the name of the little miss but we are told she is as handsome as her mother and noisy as her father.

Last week trainmaster L. F. Donald had the experience of "just missing" an extra west which he had planned on riding, however, he decided to put his "Buick" into action and overtake the said extra at—well Elk Point. Stepping on the gas he managed to just miss them at McCook, same at Jefferson like wise Elk Point (Engr. George was pulling this train and it is believed he knew the trainmaster was trying to catch them) chief dispatcher Given's said, "if Mr. Donald had taken his Oakland he would have made the catch at Elk Point", Mr. Rummel, Supt. believed that had he taken the "Reo" the catch would have been made at Jefferson, and last but not least dispatcher Jim Shoemaker honestly believes that had Mr. Donald taken his Ford he would have easily caught the extra at McCook.

We had heard of dairies and creameries, but not until Iona came back from Yankton from attending the Bridge Celebration, "did we hear of a "Milkery."

Problem in higher mathematics; how can Gilbert Lien, Sioux Falls, afford a girl and a car at the same time?

The November Safety First Meeting held at Yankton was a very successful one, a goodly number attended and while they cannot bring their attendance up to Sioux Falls they are trailing us hard.

During a revival series of meetings at the East Side M. E. Church, Sioux Falls, Rev. W. Murray Allan devoted one night to Railway Employees and the text of his sermon was "Misplaced Switches on Life's Railway". The church was filled to its capacity and railway employees of the city surely turned out and did hear one of the most interesting sermons ever put before an audience.

We have with us, Mr. S. B. MacCauly who takes over the duties Mr. Holland left. Mr. Holland transferred to Dubuque. "Mac" has been in Milwaukee but the old S. C. & D. seemed more like home and welcomes him to our midst.

Mr. L. J. Benson, Supt. of Police, Chicago, was in Sioux City a few hours last week.

We are so mixed up on the marriage situation in the car department we do not know who is married and who is single. There are some grave doubts at the present writing as to the matrimonial status of Ralph Lemming, also of "Jack Haffey" Switchman.

A conversation was overheard the other day between two "Milwaukee" brakemen. One asked the other how he felt. The other replied "Jess Lovely".

Switchman Ole Anderson has had all of his teeth extracted. Ole says he will have to live on mush "from now on".

Miss Laura Seivert, Expense Clerk, Sioux Falls, rendered an excellent violin solo and Miss Vivian Murphy, Bill Desk, gave a reading which was greatly applauded at the Ry. Employes Progressive Club dance-entertainment Friday night. We are surely fortunate to have such excellent talent within our ranks.

Iowa Division Ruby Eckman

C. A. Trask, Car Foreman at Perry, spent his vacation the latter part of October in Laredo, Kansas City and St. Louis, Mo. He attended Grand Lodge of the Masons at St. Louis, having gone there as a delegate from his home lodge in Laredo where he was master last year.

Conductor Elmer Millard who spent several weeks at his farm in North Dakota, returned to work the latter part of October and has taken a run on 3 and 4 on the main line. A. J. Fuller who was holding the day run went on one of the night runs.

The Omaha Chamber of Commerce chartered a special train on the West Iowa and Soo City divisions October 15th, carrying their party to Yankton, to attend the celebration in connection with the dedication of the big bridge.

Guy Wheeler one of the Milwaukee round house force at Perry, was in an auto accident October 26th, which will keep him from work for a long time. Guy, in company with Thornton Ainley another round house employe was returning home from Des Moines when a tire blew out just as they were rounding a corner. They were going at a fairly rapid speed with the result that the car went into a ditch and Wheeler's hip was broken. He was given first aid at the State hospital at Woodward and was taken to a Des Moines hospital. He will be laid up for several months.

John G. Harrison and wife are the parents of a fine baby boy born on October 26th. John is one of the Milwaukee round house force at Perry.

Operator Walter Kesting who has been working second at Manilla for a long time bid in the job at Marion dispatcher's office made vacant by the death of operator R. L. Kindig last month.

Jay Hall a freight conductor on the eastern division who was notified to prepare for passenger service made his student trips on the middle and western division the latter part of October.

Elmer Clothier, Chief Carpenter, and Mrs. Clothier attended the Chief Carpenter's convention in Kansas City the latter part of October. Their son, attorney Clio Clothier came up from Oklahoma City while they were there and enjoyed a visit with them.

A. E. Brooks of the middle division way freight crew was off duty in October account of an injured leg. The handle of a switch flew round and got him in the leg before he could get out of the way.

James Sanders, Stenographer at Perry round house had an enforced vacation in October and November on account of it being necessary for him to have an operation for appendicitis.

James Long who has been telephone maintainer at Perry for several years has transferred to a similar position in Chicago terminals.

W. N. Foster, Division Master Mechanic, brought out the clock which was given to him so his Perry friends and the employes of the division could see it. Mr. Foster was awarded the clock at the last Master Mechanic's meeting for the greatest gain in efficiency of operation for his division for a year. The clock is a beauty and one that he prizes highly. Any one of his Perry friends or employes would have appreciated it. Mr. Foster also happened to be in Perry on November 11th his birthday and was the guest of honor at a little party to which the round house foremen and a few others were invited to attend. There was a birthday cake and a lot of good things to eat.

Engine hostler H. L. Balsbaugh of the Perry round house force, has been off duty for a few weeks following an operation on his throat.

J. J. Allwine, of Perry, died at Washington Boulevard hospital, November 13th. He injured his arm while at work in the cinder pit at Perry and infection set in. He was sent to the hospital for treatment, but died as the result of a heart trouble.

Fred Dollarhide who has been slip foreman at the Perry round house for some time was made round house foreman at West Clinton on Nov. 14th and moved his family to that place at once. Fred was the guest of honor at a little dinner party at the home of Harold Hass and was presented with a fine Remington shot gun by the shop employes at Perry. The gift is one which he will prize highly. Fred has worked at the Perry round house for eleven years and the shop men were all sorry to see him leave but are glad that he has a much better position and an advancement by going away.

Vencil Harbak who carries the mail at Vining, Iowa, was struck by the engine of No. 4 while he was crossing the track Nov. 8th, but fortunately escaped with but slight injuries.

La Verne McLaughlin and Mary Lindale were married at Boone on November 2nd. "Bob" has been a caller for the Milwaukee for some time but has taken a leave of absence and is working in his father's store at Boone.

Thos. Costello who has been making his home in Perry for years has moved to Marion as he is far enough up on the extra passenger conductor's list that most of his work is in that line and Marion is a more convenient location for him.

Switchman Frank Upton has a new boy at his home since November 1st.

Chicago Terminals Guy E. Sampson

November the month of Thanksgiving, turkey and cold fingers is here again and with it came a business that kept every one on their toes, but so far there have been no serious delays in Chicago Terminals. We have been getting our share of the stock, meat, fruit and grain business. The Humps which have been pressed into service in previous years are still standing there watching a larger business than in former years, being done with out their aid. Mr. T. P. Horton, Asst. Supt. of the South Eastern Division recently visited the terminal returning to Terre Haute on that division's fast Red Ball train. We who had known Tom in years gone by were sure too glad to clasp that warm hand which always gives one the grip which denotes that the heart is in the right place.

On Oct. 31st two cars of Fords arrived at Galewood too late for the regular run out of there for Milwaukee. General yard master Fred Miller at once got in touch with general yard master at Bensenville and the results were that these cars were picked up by a crew and taken to Bensenville and a Milwaukee Division extra train made up with tonnage to follow the coast line train, so the two cars were in Milwaukee ready for unloading the next morning. Team work connected with head work will save much

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delay to business, which in turn will bring more business.

Mr. Wm. Rands, father of switchman Dave Rands is making his son a visit and has proven that he has not forgotten how to swing a lantern either as he assisted in making up trains on several nights when we were short handed. Mr. Rands was formerly a passenger conductor on the Sioux City Division which position he resigned about two years ago to go into another business in California. He says "Once a Rail, always a Rail at heart" and me thinks he spoke the truth, too.

The new home of W. F. Ingraham at Bensenville, is about ready for the Assistant Superintendent and his family to occupy and all employees in that growing town are glad to welcome them to their midst. As Mr. Ingraham's office is only about five minutes drive from his new home he will save much time in getting to and from the office.

Mrs. Ingraham has been instrumental in organizing the Milwaukee Women's Club which started with a fine membership, but of which we will let the ladies themselves make a full report as they can give our readers a better idea of the meeting than one who was not eligible to attend.

Engineer Harvey Craigmile is also building a fine new residence at Bensenville and will soon move out of the high rent district of Chicago. Employees who are property owners in Bensenville are elated over the fact that the village has obtained a good flow of soft water at the depth of 1447 feet, have the water pipes all laid and water now flows through their prosperous and fast growing village.

Yard master Jess Capoot is building a fine residence at Bensenville and will be occupying same by the time this issue of the magazine is out. To those who are thoughtful enough to send us a few items we wish to say that our items must be in by the 15th of each month, so please send them to the correspondent not later than the 12th. Last month we received some as late as the 25th and no doubt the sender wondered why they were not in the Nov. issue. Thanks for them any way. Come again and often.

Born to Mr. and Mrs. Hiscox, Nov. 14th, a 10 lb. son.

Frances Ray giving daily telegram over the phone:

Tune—Any popular song.

"Hello, TEEEEeeced!

Take a telegram PLEEEEEse,

(Interval of five minute giggle)

Ready? Here I go."

Emergency requisition for the item of one pen wiper to be presented to Mr. E. Dailey, as it has been discovered that the dark spot in his hair is not Brownstone, but merely the result of his being minus this useful little article.

Extra! Extra! Severe attack made upon Homer Doney, Coach Yard employe by two store department employes. However, due to Mr. Dailey arriving upon the scene just in time, the victim was fortunate in escaping with but a few shattered nerves, and reputation saved.

Here's a brain duster for you.

The boy stood on the railroad track,

The train was coming fast,

The boy stepped off the railroad track,

And let the train go past.

Fifty years from now with airplane traveling. Hubby calling up wifie in Chicago from Minneapolis:

"Hello dear, get dressed and fly over to Minneapolis and have lunch with me."

"Oh, you 'phoned' just too late. I was just talking to mother and she wants me to take a little run-over to Paris and do a little shopping this afternoon."

Coast Division—Superintendent's Office Florence

Mrs. A. E. Long entertained the girls of the Superintendent's office at her new home on North Sixth Street on October 24th with a 1 o'clock luncheon.

H. J. McMahon and family have returned from Deer Lodge where they were called by the death of Mrs. McMahon's grandfather.

We have Florence Larson with us for about sixty days, she very capably filling position as comptometer operator. Mr. E. B. Cole is relieving Florence in the dispatcher's office.

J. R. Desmond has resigned as roadmaster's clerk at Tacoma. Mrs. Clara Estes is helping out until a permanent appointment is made.

Listen my children and you shall hear,
Of a party held, in a town quite near.

Out of Tacoma and into Puyallup

The children rode, fast as fivvers could gallup.

To Leah Flake's home, no men were ad-

mitted,

So the girls never worried how their costumes

were fitted.

There were long girls and short girls

Some thin and some wide,

No child over six was admitted inside.

Some wore their rompers, some cute little

dresses,

And pretty silk bows adorned their tresses.

Their costumes were short, their socks were

rolled down,

Ah, the sights to be seen in that "Berryville"

town.

Refreshments were served, the first course

was a riot,

For rubber capped bottles helped keep the

kids quiet.

Ann Johnson was there with hair flowing

free,

Her form fitting rompers and cute dimpled

knee.

Clara Carrotte in a checked gingham dress

With her white Teddy Bear, was one of the

best.

Florence Hall was in rompers, some babe were

the cries,

When in wrestling the bottle, she won the

first prize.

A noise on the porch, a knock at the door,

And baby Anne Pohlman rode in on the floor.

Oh the Oh's and the Ah's and how the crowd

cheered,

When in red bow and rompers, Florence Lar-

son appeared.

Came our little friend Pearl, from the office

up town,

How cute she did look, in her "little girl"

gown.

Margaret Olsen she came, the fairest of fair,

Only bobbed hair was needed, but her nerve

wasn't there.

Marg. Clover was there, but dressed not the

part,

For some one was needed to pry them apart.

My story is done, but my thoughts still go

back,

To the party we held, at Leah Flake's shack.

From the Banks of the Wabash

Roberta Bair

The supervisors of the locomotive department gave a farewell dinner at the Terre Haute House in honor of M. H. Donoho, Roundhouse Foreman at West Clinton, who has been transferred to Kansas City to handle the roundhouse work at that terminal. After dinner E. L. Notley entertained the party at his home on South Seventh Street, where Mr. Donoho was presented with a watch, chain and charm and all wished him success in his new duties.

Mr. Donoho has been roundhouse foreman at West Clinton since January, 1918, and is the last of the foremen to leave, who were in the service prior to C.M.&St.P. railway acquiring the C.T.H.&S.E. railway. Prior to his employ-

ment on the C.T.H.&S.E., he was employed as general foreman of the C.I.&L. railway at LaFayette, Indiana.

Fred Dollardhide, formerly assistant roundhouse foreman at Perry, Iowa, was welcomed as the new roundhouse foreman at West Clinton.

The "Big Four" in the Master Mechanic's office were very much pleased to receive a long letter recently from Mr. J. Niman, formerly train dispatcher on this division. We hope he doesn't forget his promised visit in December.

In the future a bulletin will be placed in the hallway at Hulman Street for the benefit of the store department boys, so it will not be necessary for them to ask so many questions regarding the affairs of the young ladies in the offices.

We wonder—

What Alice said to Aaron that made him blush. Guilty, Aaron?

If Rollie really thinks he will win his bet from Mrs. Skirvin.

If Freddie thinks Ethel will make a good transmedium and who he suggested for her guide.

If Mr. Whitney, Traveling Accountant, ever saw a red moon in Chicago, or if it is a special feature of Terre Haute. How about another bet, Mr. Whitney? Do you always lose when you bet?

When Catherine came back from Indianapolis and why she didn't appear at work on Monday.

If Mary G. is really serious with her Studebaker friends.

Why Smitty lost his disposition with the crossing watchman at Ohio Street.

Why Eleanor is so thrilled when we mention West Clinton.

Who Martha and John really think they are kidding.

Why Austin doesn't fill his tank with gasoline since he has his own station.

The mechanical and store department officials held a Staff Meeting at Bedford, October 17th. At this meeting, Mr. McGrath, President of the Imperial Stone Company of Bedford, who has two stone mills located on this division, gave a very interesting talk relative to the fine service which he has always received from this company. Mr. J. E. Bjorkholm gave a response to Mr. McGrath's address. Messrs. N. A. Ryan and T. P. Horton, newly appointed Superintendent and Assistant Superintendent, were present and addressed the meeting. The banquet was served at 6 o'clock at the Grey Stone Hotel, Bedford. There were forty-two present.

We wish to make honorable mention of brakeman Walter Chambers, who, on October 17th, found a broken rail on main line at Williams and reported it so that necessary repairs could be made and hazard of accident avoided.

We also wish to make honorable mention of operator Elmore, who, on November 7th, finding a car of coal at Linton with two side dumps down and some coal on the ground, notified the section foreman and car inspector and had dumps replaced and coal reloaded, very probably avoiding payment of claim and eliminating other trouble which often originates from causes of this kind.

The following written by J. Hammond, Gang Foreman, Terre Haute Store Department, as a result of a campaign the store department made to reduce injuries—

"Safety First is all we hear,
But it is something to lend your ear,
For it is only common sense,
And may save your Company a big expense.
So as you are passing around,
Look for nails turned up on the ground,
Then stop for a minute, and take care of them,

You may be saving your dear fellow men.
So cast your eyes carefully about,
And for Safety First look out,
Take care of nails and pieces of glass,

And all things dangerous as you pass.
This means me as well as you,
And all things here I will do,
For if we practice what we preach,
All good ends we'll surely reach."

Milwaukee Terminals

Buddy

The members of the Superintendent and Roadmaster's offices were entertained at a Halloween Party at the home of Mr. and Mrs. Earl Marsh, at which everybody present had a wonderful time. The 'doings' afforded some fine material for this column, but I had to promise not to use any of it, so I can't tell you all about it. Next time I won't make any promises.

We were all mighty glad to hear that Mrs. G. A. Steuer and Mrs. J. P. Ritter, who were both ill, have recovered and are well again.

Miss Ann Morrissey of the City Ticket Office and Dolly MacDonald of the Telegraph Department had a very late vacation. Never-the-less the girls had a wonderful trip. I can't name all the places they went to, but there was Buffalo, Montreal, Quebec, etc.—for further particulars see Ann or Doll.

More proud papas in the terminals. Clem O'Halloran, Chief Clerk of the Local Freight Office has a lovely daughter. Clem swears she'll never become a telephone operator. Why not, Clem?

Art Brown of Muskego Yards has a bouncing boy, who has been christened Robert P. and somebody we know is wearing a big smile. Careful of the chest Bob, you're liable to lose a button or so, then you too will have to call on Agnes.

Fred and Charles Ladwig and Fred Koehn are spending their noon hours at the 'Y' getting in trim for a heavy basket-ball season.

Al Rhemer has advertised his bed for sale, as he had just purchased a grand eight-tube radio set. Be careful of the fever Al, or Kunnigunda will be looking for a new guy.

You don't find any of the girls of the Superintendent's office coming in late after lunch. Frank Shannon 'phones at sharp 1:30, and that does the trick—they're all there to answer the 'phone. Frank sure must have "the voice that thrills".

Women are still a mystery to Fred, but he will soon learn that you can't ever understand them. Why not send for a copy of the Royal Love Book, Fred? You might get a few hints.

The way to a man's heart—is through his stomach. Viv. has the most delicious cake you ever tasted. Was it angel food that got you, Ross?

The members of the Milwaukee Women's Club are so delighted with their new clubrooms, they want me to express their thanks to Chief Carpenter Eggert's force and the other men who assisted in dolling it up. They held their first card party in the clubrooms, Saturday afternoon, Nov. 8th, with about forty members present. During the afternoon we had a "hand-out" of cookies and punch, so we sure hope the ladies will have lots more parties to follow.

Walter Nowicke of the freight office has been sporting a wow of a red shirt. Been up to Goodlow's fire sale, Walter?

We are very sorry to learn that Felix Coerper, Cashier of the Local Freight Office, has taken a ninety day leave of absence due to ill health, and we sincerely hope that he will be back on the job and feeling fine, before those ninety days are up.

During Felix's absence a shifting of jobs was made at the freight office and that put Teddy on as a clerk on the night shift. Wonder how all the Mitchell Street Sheba's stand for that.

Mr. Henry Fehring visits Chicago quite often lately. Remember what Goldman says about carrying a ring in the vest pocket, Henry?

Des Moines Division Items

Frenchy

The Misses Florence and Linda Nelson and Jean Dallas expect to make a trip to Kansas City in the near future.

Britt Stuber drove to Dallas Center a few nights ago. He did not state whether he was alone or not but we understand he usually has company on these nocturnal trips of his.

One of the young ladies in the Superintendent's office is glad to hear her buzzer ring. Ask her why the gladness.

Mr. Chas. Garlock of Rockford, Ill., visited accountant Geo. Williams recently.

Train rules examiner P. L. Rupp, visited the Des Moines Division recently.

Engineer Bill Chase has a new Hudson 1925 coach. He has promised all the girls a ride but time will tell whether he makes this promise good or not.

Ole Olson said the other day he was going to charter a coach and a trailer and take his family to Clive some night soon.

Mr. F. B. Dunn, Engine Hostler at Storm Lake, and his family, took an extended western trip during the summer of which he did not hear until recently. They visited Cheyenne, Salt Lake City, Colorado Springs and carped for one week at Denver. They report a fine time. This was Mr. Dunn's first vacation in a number of years.

W. J. Dargan of Chicago visited the division recently.

Train baggageman W. L. Moody and wife are rejoicing over the arrival of an 8 pound son on November 15th.

Train dispatcher G. R. Dickman took a trip to Arkansas last week and last Wednesday had quite a fire which burned the roof off of his home. He now has a new one applied, however.

O. M. Case who has been off work on account of ill health is back on the job again doing business at the regular stand. His many friends on the division are glad to have him back again.

G. S. Ferguson, Agent at Nequaha, is spending quite a little time in Excelsior Springs, Mo., getting rid of rheumatism. We hope he comes back to us a new man soon.

If any one wishes to know what conductor on the Des Moines Division can handle a great number of baggagemen and brakemen ask the newsboy on 33 and 36.

Brakeman Lyle Luther was off a few days recently seeing the sights around Des Moines.

Some men want to discover the north pole but others think Spencer is entirely too far north to suit them.

Brakemen Clark and Washburn spent a couple of days in Chicago during November.

Brakeman Lemley and wife were called to the east last week account of the death of a relative.

We are glad to report conductor Tidball is doing fine and out running around now.

Chief clerk L. L. McGovern was off one day last week to attend the wedding of his "baby" brother in Dubuque. (Incidentally the "boy" brother is over six feet tall and wide accordingly.)

We are sorry to report that conductor Jacob's wife is seriously ill in a hospital.

Ole Olson is not the only one of the Milwaukee force at Des Moines that rolls a fine game, when it comes to bowling, some of the "Fair Sex" roll a high score too, so we understand.

Musselshell Minutes

H.K.

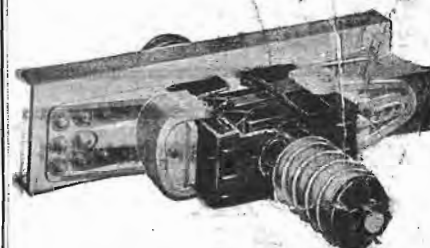
"This happy month, which through the ages brought

That sweet reminder which even angels sought,

Has come again with all it brought before

For which, dear God, we'll thank Thee evermore."

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Mr. and Mrs. Ed Frauley returned recently from a pleasant six months sojourn in Long Beach, California.

Ann Butcher has returned from a leave of absence spent in Kansas City. Glad to see you again, Ann.

C. M. Drawbaugh has the last word in radio outfits—received the election returns therefrom and all in all it is a very satisfactory piece of machinery.

Mr. and Mrs. Earl Farr, the best crack shots on the division, have been bringing home the ducks lately—floating down the river early mornings is the best sport in the world they claim, during the hunting season.

Arden Raynor is planning to go to Minneapolis. It is rumored that he will bring home the blushing bride. More two-bit Chancellors. The gang out to do a lot of smoking down there this winter.

The car department won second prize for the year 1924 for "Greatest Improvements made—best operation and cleanest facilities."

John Stathias is planning to return to Italy to visit relatives.

Mr. Web Ballentine has gone to Marmarth to finish his time as a machinist.

Mr. and Mrs. Duncan Finlayson are the proud parents of a 10 lb. boy. Congratulations.

Our reporter from the shops contributes the following:

If a certain car foreman at Miles City don't quite an interest, in the stenographic force going to be a big howl set up from us men. Cyclone Rodgers says that it sure is strange that a man with one foot in the grave can get by big with all the women. Anyway action is to be taken to stop said car foreman.

John Miller, write-up-man, has taken quite an interest, in the stenographic force in the general car foreman's office. Any time he is ready to hand out the cigars the gang is ready to help smoke them. Nothing less than two-bit Chancellors will do.

Perry Glenn, aged pumper at Forsyth, passed away recently and leaves a wife and seven children to mourn his death. The employees of the division extend sympathy to the family in their bereavement.

The fireman's dance was well attended. Everyone reports a good time.

Recently a stranger called at this office and asked where he could find the "Trainmaster's office"—we told him "right around the corner". He says—"Oh, is that it? Well, the sign was so rusty I thought maybe they had moved away."

W. J. Dougherty, has deserted the wild and woolly west for a time. He announced his intention of spending some six or eight months in Spain. Don't be surprised if he brings back a dark-haired senorita. Good luck to our poet.

To Mrs. Kendall, fellow correspondents and the Milwaukee family, I extend the season's greetings. May your Christmastide be joyous and your New Year the happiest ever.

Iowa (East) Division and Calmar Line

J. T. Raymond

"Have a good word for everybody. The only man who has a right to look down on others is the man in an airplane. Even the tombstones speak well of those beneath them."

David Reynolds of Marion had been brought home from Chicago where he submitted to an operation at the Washington Boulevard Hospital.

Engineer "Billy" Barber has been very successful, getting over five hundred new members into the Employees Pension Organization up to Oct. 5th. "Billy" is heart and soul for the proposition (as we all should be) and try and advocate its merits vigorously to those employees who have not yet taken advantage of their opportunity to join.

Conductor Thomas Hefner is improving in health and is now fulfilling the duties of Depot Master at Cedar Rapids.

Conductor Amos Floyd of Marion, who has been ill for sometime had his foot operated on

Floy Wheldon daughter of engineer and Mrs. B. Wheldon of Savanna, passed away Sunday, Nov. 9th, after a protracted illness. The funeral was held at Savanna, Wednesday, Nov. 12th. The bereaved family have the sincere sympathy of the employees on the division in their sorrow.

Conductor Jack Dignam has resumed work on his run—The Farley, Cedar Rapids passenger train.

Conductor W. L. Hyde was off on a two weeks vacation. Conductor John T. Reagan had the Savanna-Davenport passenger run during Billy's absence.

Leonard G. Hewitt spent a 10 days vacation going to Washington, D. C. to visit friends. Mrs. Hewitt had gone sometime before, she returned to Marion with Mr. Hewitt.

W. K. Lothian was a patient at Rochester, Minn. at the Mayos, submitting to an operation, he is back on the job feeling much better.

Train master Harry F. Gibson has been brought to his home in Marion and is getting along fine though his leg is still in a plaster cast. Think it will continue to improve but not sufficiently to participate in "New Year's Day" skating.

George Barnoske, Jr., Chas Lair and John Fosdick went to New Hampton to attend the ceremonial put on there by El Kahir Shrine of Cedar Rapids.

Engineer and Mrs. Walter Becker of Ottumwa spent several days in Marion visiting at the W. R. Barber home.

Six hundred and thirteen dollars was the amount of the fund raised for the family of operator Roy Kindig (deceased) contributed by railroad and Marion friends.

J. M. Losey has been appointed acting train master during Mr. Gibson's absence. He is well known to most of the employees on the division and is being given hearty co-operation.

A group of thirty two ladies met with Mrs. Martin J. Flanigan at her residence Monday evening, Nov. 10th, for the purpose of formulating plans for a Chapter of the C. M. & St. P. Women's Club to be organized in Marion. A nominating committee was appointed to select officers and another for a meeting, when all women of the Milwaukee Employees families will be invited to attend, the date to be selected as will best suit the convenience of the President General Mrs. H. E. Byram and Mrs. Carpenter Kendall who will be present to assist in the launching of the new Chapter.

The proposed organization is being considered with much interest by the Marion ladies, and it is expected very shortly there will be a thriving Chapter here. A very delightful evening was spent by the ladies at this initial meeting. The hostess served refreshments, being assisted by Mrs. H. T. Dersch and Mrs. Chas. A. Le Roy.

On Oct. 31st, tripping on a guard rail of the street car tracks at North 13th St., Cedar Rapids, where they cross the Milwaukee tracks, switchman Loren B. Snow fell beneath wheels of a car he was trying to cut off from the rest of the train and was instantly killed. Mr. Snow was 45 years of age and had been in the employ of the Milwaukee for 11 years giving faithful service. His untimely death is greatly regretted by a wide circle of friends. He is survived by his widow, one son and one daughter. We extend deepest sympathy to the bereaved family.

Passenger brakeman C. L. Gregory is off duty account illness.

Veteran agent G. W. Newlin is reported ill at his home at Viola. We hope for his speedy recovery.

Road master J. A. Cherwinkler has been a very busy man on the Iowa Division with the Jordan ditcher for about 15 days, Jno. Meagher was Machine Operator.

Road master J. A. Cherwinkler's wife was stricken with acute appendicitis October 20th and was taken to Monticello Hospital in a very serious condition but is improving slowly at present.

New electric lights are being installed in depot at Delaware, agent Tom Lynch is a very happy man now, says he can see after night.

Electric lights have been installed at Monticello round house which makes it very nice now.

Tacoma Shop Notes

"Andy"

We wish to inform all concerned that the apparent aristocratic attitude of Joe Smith, Store Department Foreman, was occasioned by the fact that he still holds a dignified position on the Lombard Chamber of Commerce.

The Committee on Electrification Standards, held their meeting at Tacoma on November 10th and 11th.

Elizabeth McKnight, Shop Clerk, spent a few days visiting with her sister in Walla Walla recently.

Geo. Spraguer, our worthy steno., is now back to normalcy again, after spending a few weeks eating his own cooking, while Mrs. Spraguer was visiting in Portland. As a cook I guess Geo. is a good steno.

Rollin French, Hostler Helper, who has been laid up for a couple of months with typhoid fever, is expecting to report for work on November 15th. We are all glad to see his smiling countenance amongst us again.

Chas. Stevens traded his Overland Sedan for a Ford. Don't ask me why, I guess he needs a little shaking up.

A report has been received to the effect that Chas. Reynolds is developing into a furrier, from a buyer's standpoint, or in plain English, buying fur coats, presumably for the fair sex, in his line. Of course we are not in position to defend the veracity of this report, however, as the old saying goes, "where there is smoke there must be some fire".

Grant Birmingham, the Janitor, needs a lot of iron in his business, which was evidenced by the fact he brought a bag of lettuce to work in place of his lunch, or maybe he wanted a St. Patrick's day lunch, out of season.

"Fish"

Harvey and Hoop,
In a Chevrolet coup,
Went a fishing at Mineral Lake
It rained and snowed
The wind she blew
And the weather was more put than take.

The hour was late
And so was the date
To go fishing with very much luck
But they stuck to the job
Like corn on the cob
And displayed much ability and pluck

To say they were dry
Would be telling a lie
For to pervaricate is not our line
The suffering was short
On their hip was a snort
That part of the fishing was fine

They carried a gun
To be used just for fun
In case they should see some game
But alas alack
All they got was back
For to shoot the poor birds was a shame

To make a short story long
We will conclude our song
Their experience was not to relate
They were happy, the cold
And their stand was quite bold
And the fish that they caught numbered eight.

Dubuque Division

J. J. Rellihan

Merry Christmas.

Engineer Frank Morgan had the misfortune to fall from the running board while repairing the air pump on his engine at Bellevue, and broke both ankles.

Agent Ed Bock of New Albin, took a couple weeks vacation and made an extensive auto trip which he enjoyed very much.

Conductor J. D. Welsh has resumed work after a most successful trip over the system in the interest of the Pension Association.

Section foreman Ed Gaynor who has been located at Waterville for a good many years has retired from the track department service and the position of foreman at that point is now on bulletin.

Conductor Frank Luke who has been on the Nahant run all summer is now in charge of the north end Time Freight.

General yard master E. G. Kiesel made some record for the Dubuque Yard in the handling of cars on October 24th. From 6:40 P.M. to 7:50 P.M., 135 loads and 135 empties, making a total of 8565 tons were handled. In addition to this an extra east with 70 cars was ordered for 8:15 P.M., Nahant with 80 cars for 8:30 P.M. and No. 63 with 60 cars for 9:30 P.M.

"Hank" Schott, the veteran switchman at Marquette Yard, met with a serious accident last month. He fell from the top of a car and at this writing his condition is still critical.

Conductor Eddie Lee is the happiest daddy on the division these days, a baby boy arriving at the Lee home in Dubuque the early part of last month. Congratulations.

N. A. Irons, Relief Agent on this division got tired of bachelor life and on Oct. 24th, was united in wedlock with Miss Laura E. Nagel of North Buena Vista. The ceremony was performed in Chicago, after which the happy couple took a honeymoon trip to Sanborn and New Albin, Iowa. "Nubs" is one of our best boys and his many friends wish he and his bride the best of luck on their matrimonial voyage.

Johnie Zuber has given up his run as train baggage man and is again employed as passenger brakeman.

Conductor R. H. Kearney is laid up at the present time, suffering from blood poisoning in one of his hands, the result of a simple scratch. Reports are that he will be back on the job soon.

Brakeman Harry Knapp who has been working on this division for the past ten or twelve years, but was temporarily employed by a construction crew in Wisconsin, was killed in an automobile accident near Madison last month. The car in which he was riding ran into the rear of a truck and trailer not displaying a tail light. The funeral was held at Dubuque, interment being at Linwood cemetery, a large number of the Dubuque Division employees being in attendance. Harry possessed a wonderful personality, big hearted and a cheerful disposition, and his widow has the sincere sympathy of a large number of friends.

Among the important events that took place in October was a wedding at Spring Grove, the contracting parties being Forest Dohlin, second trick operator at LaCrescent and Miss Jarla Hallan of Spring Grove. After a two weeks honeymoon the happy young couple settled down to housekeeping in the rooms over the depot at LaCrescent. Good luck, health and prosperity is the wish of their many friends.

Illinois Division

M. J. S.

Christmas Cheer and a Bright and Prosperous 1925 are the Holiday Greetings to all the readers of our Magazine.

Alvin Chase, Iowa Division Foreman, was married to Miss Lucille Hanna of Mt. Carroll, Illinois on October 15th. Congratulations are extended.

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W. J. Hotchkiss is again our night chief dispatcher at Savanna, the dispatchers being moved back to Joliet, Illinois and E. D. Cook again appointed chief dispatcher of the C.M.&G.

The small pox scared two of our office force into getting vaccinated—namely J. H. Valentine, C. D. and Mayme Hopkins, Comp. Opr. Both were pretty sick from the effects and Mayme for one says "Never again."

"Happy" Plattenberger, our Chief Timekeeper, enjoyed a week's vacation recently and from the looks of his hands we imagine he has enuf walnuts on hand for awhile at least.

Walter Dyer, Baggageman and Janitor of the Supt's Office, spent a few days in Wisconsin, recently visiting relatives and friends. Were we glad to see him back? Well, I'll say we were.

Sympathy is extended to Mr. Weitzel of the Car Department on the recent death of his wife.

Mr. and Mrs. R. G. Heck and daughter Betty Jane have returned from a two week's vacation spent in Kansas City and Indianapolis.

And say, have any of you as yet noticed the muff under Tony's nose? H'm some muff!

George Layton, Captain of Police at Savanna, is again back on the job after a siege of sickness.

Joe Delp, Chief Clerk at the Savanna Rail Mill, was united in marriage on Oct. 17th to Miss Irene Schoen of Mt. Carroll. Best wishes are extended for a very happy and successful married life.

Lola says a joke's a joke—but WHY pick on her? Anyway she says she always gets even, so watch out!

Chief carpenter C. Gradt and wife of Savanna are enjoying their vacation to Los Angeles.

Once more cupid entered the ranks of the freight department, as Kenneth Truninger, Transit Clerk, quietly slipped away on his vacation to Davenport, Ia., and on Oct. 16th, said the "I do" that united himself and Miss Blanche Haw of Savanna. As a token of their esteem and best wishes, the freight department presented them with a set of dishes. We wonder if they'll invite us in for a grand feed some day, when they are settled in their new home.

The rush of vacations are now over and everyone has settled down to their daily routine. The joys of life vary as indicated by same said vacation days, for Truninger spent his procuring a wife for the rest of his life; Hoffman at Galena amongst the flowers; Schmidel spotting many ducks but shooting very few; Freeman eating apples in Washington; Casselberry on a stag hunting expedition in Canada; Nolan spending thrilling days in the cities of Chicago and Kansas City; Eaton trying to see how close he could come to murder affairs in Chicago without being shot and also visiting the quiet village of Omaha; Gray visiting in Whitewater; Tyler being a good hubby and keeping the new arrival amused; Robbe likes to work so well, he took no vacation.

S. M. East R.G.E.

With the first snowfall on November 6th we are put in mind of the Yuletide and I must take time right now to wish each and every reader a very Merry Xmas and a Happy New Year.

Conductor and Mrs. R. C. McCoy took a motoring trip through the northern part of Minnesota during the first two weeks of October. They arrived home safely and without any mishaps and report having had a very delightful trip.

Glenn Montrose, Clerk in the Albert Lea Freight Office, is contemplating a trip to Seattle, Washington. Better be careful out there, Monty!

On Wednesday, October 15th, Jack Cambern took unto himself a wife, the victim being Miss Mary Krulish. Mr. and Mrs. Cambern made a speedy trip to Minneapolis and return and are now domiciled at their home in the Matt Bear Apartments on East Water Street, Austin.

Early in the month of October, Mrs. J. D. Williams accompanied by Mrs. B. C. Taylor of Hillsboro, N. Dak., left Austin for a month's visit with relatives in Michigan. John behaved quite well during his wife's absence, only attending two dances and a few other night escapades.

Frequent trips being made to Wells by brakeman R. G. McCoy, would indicate that this gentleman has some attraction over there. Later reports, however, are to the effect that the attraction is on Railway Street.

If any of the readers noticed George Johnson walking around Third Ward with a long face during the early part of the month of October you can be sure that the only reason was that his better half had deserted him for a few days, and was in Spring Valley where she visited with George's mother.

Did you see the Merry Minstrel Maids at the Austin High School Auditorium on October 23rd and 24th? And say, did you notice the keen Brunette "End Lady" in the second row? Well, that was no less a person than our friend Margaret Dunbar. Marg. has had several chances to enter the stage life since then but she says she prefers tussling with the comptometer.

On Sunday, Cecil Engelman, young son of Dan Engelman fell from a swing and suffered a broken leg. The youngster is getting along as well as can be expected.

Bill Holmes, Price Clerk at the Store Department, spent a few days of the month of October in Jackson, where he checked the stock of material and prices.

Chief clerk Wunderlich and trainmaster Holmes made a social call at Oakland on October 29th.

Marcella says she lost a few pounds climbing over the hills when she spent a week end in Lanesboro not long ago.

On October 25th Frank Bradt boarded No. 22 for LaCrosse coming back on No. 1 the next night. Can't print the name of his associate as he won't permit it.

On Thursday evening, November 6th, the Milwaukee Cardinals gave an invitation dance in Maurek's Hall, Beckel Bros. furnished the music and sure kept the bunch stepping around. Although there was not a very large crowd in attendance everyone appeared to be having a good time.

On Saturday, October 18th, the sad news reached us that on that day Mr. H. R. Wood, Agent at Lanesboro, had passed away. His death came as a shock to us all, he having been ill but a few days. Interment was made in Oakwood Cemetery at Austin.

Spikes Off The J. Line Bubbles

Conductor Walter Emery is proudly boasting he has at last got full control over his new Overland. Last heard of him he was inquiring how to shut off the dash-light.

Caboose 0611 is now equipped with a 25 tube radio set, able to get any station in the world. This remarkable feat was accomplished through years of research work on the part of conductors Healy and Duscold, under the careful supervision of conductor Emery.

Conductor Jas. Heagney has returned to work after a few weeks off, making all the fairs in Jefferson County, so we hear.

Engineer Roy Wheeler is very peeved because he has but twelve turkeys this year. Makes his pocketbook look flat, eh, Roy?

Conductor Earl Johnson now has full control of the Healy district after 3 P.M. as he has fallen heir to the new 3:45 P.M. Healy job.

Business sure has picked up here. Four crews hauling gravel. Seems like old times to meet so many trains. May it continue.

Conductor W. E. Zon now has charge of the cabbage job, with headquarters at Roundout. Any one wishing quotations on the sourkraut

market may obtain full information from him or his able assistants Rollins or Hanes.

I wonder what the attraction up toward Fort Atkinson, Wisc. can be?

Wonder if brakeman Jas. Dowd could give us some information.

Conductor J. J. Wilkey has given up the time freight and gone back on the gravel train. Nothing like nursing hot boxes eh, Johnny?

Engineer Robt. Clark's smiling face is seen once more on the gravel trains and engineer Schuh after a short vacation is on the pusher out of Janesville.

Brakeman Jas. Stearns says he didn't learn very much at school. So he has a special teacher on certain nights.

Much improvement can be noted on the "High Line" due to an extra gang laying new steel and shimming the track in general.

Jas. Barret, Custodian of Bardwell, says eggs can't be bought at any price. What's the matter Jim, don't the hens know Coolidge was elected?

Notes From I. & D. Division J.L.B.

Opr. V. P. Zohn from New Hampton has been doing the relief work on the side wire at Mason City dispatcher's office second trick, relieving operator Burns, who worked first during the summer vacations. Vern says he likes the town and the bunch and is in hopes he will be there steady some day.

We understand agent Chase has wandered away to sunny California for the winter.

Wm. Hansen, Machinist Helper at the Mason City roundhouse suffered a painful injury recently. A large casting fell on him, smashing his right hand and injuring his nose. He was treated at the Park Hospital.

Matt Kelroy of the car department enjoyed a pleasant auto trip thorough the Dakotas and Minnesota where he reports everything doing fine. Good roads n' everything.

C. B. Higgins, 3rd trick dispr., Mason City, took his annual vacation, visiting points in South Dak., also visited his son Fay M. who is 1st trick dispr. at Mitchell. Mr. Higgins' father from Chicago was here at the time and accompanied him on his trip. They report a very pleasant time and very much rested.

D. M. LeZotte, Agent, New Hampton, Ia., called on his old friends in Mason City a few days ago. Dana says that New Hampton is the only town on the Milwaukee, and has no desire to return to Mason City, where he was formerly employed as operator in the dispatcher's office.

The task of putting in the new bridge at Chamberlain has begun, and it is understood that many men will be employed most all winter doing this work. The job is under the supervision of J. M. Hayes, of Chicago. The new bridge will be a permanent structure, and one that will not be affected by the ice in the Missouri river, which has taken the old Pontoon style of bridge, which has been there, out every spring and fall, for many years. The new bridge will be a much needed improvement to the I. & D. division, and will, no doubt, be the means of bringing much more business over the Black Hills line, then heretofore. We that work on the I. & D. division and have its interests at heart, are much pleased over this project.

On account of an extra heavy run of business on the old I. & D., a new yard clerk has been added to the yard masters force at Mason City. Alce. Anderson is covering the job.

C. H. Huford, General Superintendent Southern District, and party in car 200 passed over this division a short time ago.

L. K. Brown, Machinist Helper, Mason City round house, made a trip to Sanborn recently. "Buck" makes these mysterious trips quite often, and there are some of us that think we know what it's all about.

Geo. Stevens, Slip Foreman at the round house suffered a bad accident Saturday afternoon. In some manner he slipped and fell into the engine pit seriously injuring his back and head. He is being treated at the Park Hospital, and reports are that he is getting along as well as can be expected.

What will be a factor in the social life of the Mason City women folks of the employees of the Milwaukee railroad will be a Women's Club which will be organized on Saturday afternoon, Nov. 22nd, at 2:30 P.M. in the assembly room of the Public Library. The purpose of the club is designated as a social organization for the better acquaintance and the mutual enjoyment and benefit of the members. The wives and feminine members of the families of employees who have been in service for a year or more are eligible for membership. Widows of veterans and women employed by the company will also be admitted into membership. Mrs. H. E. Byram, wife of the president of the Milwaukee railroad, and Mrs. Carpenter Kendall, Editor of the Employees Magazine will come to Mason City, later to help perfect the organization. The assembly will be known as the C.M.&St.P. Ry. Women's Club.

Madison Division News Notes

By "Jack"

Now we understand by the returns why so many refer to him as Robt. M. Laf-a-lot.

Listen brothers and I'll recite,
The midnight ride of Arthur Wright,
Fat called Art at half past ten,
For a special Orford and back again.

"What's the idea," called Bill Kerl,
"Why, we're going to Orford after a girl,"
So Bill got her hot, while Art oiled her up,
And gave a few turns on a loose grease cup.

Up the hill into Orford they came,
Anxious to get a look at the Jane,
When what to their wondering eyes, should see,
But Mrs. Mary Lulu Lee.

Once again the locomotive now,
And the auto gets the worst,
Because the driver did not heed,
That sign called "Safety First."

"Jack" Valentine formerly chief dispatcher on this division, but now located at Savanna, paid us a brief visit a short time ago. He does not seem to have lost any of his enthusiasm for foot ball but says that down in Illinois, he spends most of his time defending Wisconsin and discounting the achievements of "Mighty Red Grange". Since your visit, John, the mighty have fallen—Nough said.

Willard Skelley, Car Clerk, Janesville, has been spending his week ends this fall at Lake Koshkonong. He has been learning the fine points on fishing, hunting and etc. How about it, Bill?

We understand that a young man employed at the Madison Freight House is trying to rent a garage on Mifflin St. as the new parking law has affected his plans.

Mr. Leo Sullivan, former employee in the master mechanic's office at Madison and now at Beloit, visited in Madison, Friday and Saturday, Nov. 7th and 8th. His brother "Bo" was with him. Leo said he came to see the game but why be here on Friday night, when the game doesn't start before Sat. P.M.

Have you noticed A. H. Johnson, Roundhouse Foreman, Madison, lately? I understand he bought a new vest recently, not due to the fact that he is taking on weight for Al is a proud father of an eleven pound baby daughter born November 6th. Congratulations, Al.

We have some very enthusiastic foot ball fans at Madison among our officials. We don't blame

anybody for being enthused over a foot ball game but when you go so far as to give the opposing team an additional touch down. Good night! Ask F. A. M.

Geo. Timpany, when will you take another bizness trip to Michigan? It is about time you brought her back with you to Janesville.

Dave Wenzel, Ticket Clerk, Madison, has purchased one of the latest in Ford cars. It's a dandy. Dave says it can even chase the hogs off the Sun Prairie Road.

Clarence Osborne, Car Dept. Clerk, Madison, spent Nov. 1st and 2nd visiting in Milwaukee. Hope she enjoyed his visit as much as he did?

We wonder who the mysterious admirer is that leaves the candy in the O.S.&D. Clerk's desk at Madison.

Miss Florence Callahan, Abstract Clerk, Madison Freight Office, is recuperating from a badly sprained knee, the result of a fall on the sidewalk. We hope Florence will pick out a softer place next time.

Fred Taylor, former clerk at Blue River, Wis., who was recently operated on at Mayo Bros., Rochester, is regaining his health rapidly.

Howard France, Freight Handler and shiek, Madison Warehouse, is seriously considering entering the movies, at least his practice poses with his Sheba would lead one to believe his inclinations are in this direction. Our Shiek sure will make the Sheba's hearts go pitter patter.

Madison Yards have been busy the last few Saturdays handling the special football trains from Minneapolis, Milwaukee, Chicago and Iowa City.

D. V. Wenzel, of the Madison Ticket Office, attended the Annual Convention of Ticket Agents at Buffalo last month.

Employees of the Madison Division extend their sympathy to Frank Carpenter, Passenger Baggage man on the C. & M. Division, account of the recent death of his wife.

C. & M. Division Notes

Eleanor

The Women's Club Room is completed now and we surely should be more than grateful to all who took an active interest in it. Mr. Egert, Mr. Rieboldt and Mr. Czamanske worked very hard to make it an attractive room, and their efforts were very successful. Mr. J. M. Oxley, on the Examiners Board, donated a dictionary to the Club and Mr. Hammersmith, Company Jeweler, presented us with a clock, which made very nice additions to our room.

Our old friend Mr. Dougherty, Roadmaster, has deserted us to take up his duties as Inspector of Roadway Material. Our best wishes for his success go with him, although we all were sorry to see him leave the C. & M. Division. However, he has promised to drop in and report occasionally. Mr. C. A. Drawheim is our new roadmaster and we all wish him the best of luck.

F. F. Crapsey, Conductor, has been on the sick list for several weeks. Hope he will soon be in his usual good health again.

Bernard Kroenke took a little vacation which he says he spent hunting rabbits. Are you sure it wasn't deer, Bernard. Kind of suspicious.

I hear our chief timekeeper Andy made a great discovery on his trip to Appleton, last week. Better than old King Tuts Tomb, wasn't it, Andy.

Our stenographers are stepping out these days so it is hard to keep a line on them. Nancy Campbell left here with a pretty keen outfit and departed for St. Louis, where she reports having one grand time. Too bad the time flies so Nancy, isn't it. Lillian Brandner went off Saturday all decked out to spend the week-end in Chicago. She looked pretty tired all day Monday, but said it was worth it. Must have kept right on going, Lil, to make most of the time.

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MILLS—Milwaukee

Brakeman Chas. Wolf is going around these days in a very dignified manner. I discovered the reason is the arrival of a lovely nine pound girl. Congratulations Charlie. Better brush up on your singing now, so you can sing those lullabies:

We were very sorry to learn of the death of baggageman F. W. Carpenter's wife who died October 20th. I am sure he has the sincere sympathy of all his fellow-workers in his great loss.

E. H. B., R. A. W., W. H. D., Baggage-man. Schipper and Conductor. Paint made a nice trip to Detroit with the Wisconsin Football Team and from all reports they sure like Detroit. I understand Dan Parent fell down on the job of conducting them on a tour through the city. I suppose his job of conductor ended when they arrived at Detroit, or so he figured. However, I guess they got along nicely, but two of them were one ticket over when they checked up. How come?

I understand some one of Mary's friends is saying it with candy, as she went off to finish up her vacation with a nice big box of candy. Better tell me how you do it, Mary.

Our timekeeper Click and his wife also went off to Chicago, Saturday to spend the week-end down there. Must have done some stepping, Click, as you sure looked all tuckered out Monday.

Dubuque Shops Jingles "Ossie"

The news of the passing out of former district general car foreman Mike Parkinson, which occurred at Milwaukee, Wis. on October 24th, 1924, was a great shock to his many friends in Dubuque—

For he was a jolly good fellow,
Whose enemies were few—
The type of man 'twas a privilege,
To say to the world you knew.

That hearty laugh and handshake—
That word of kindly cheer
Characterized a man of worth
Whose friendship was held so dear.

We are glad his sufferings are over,
(We hear they were painful and long)
And oh what a pleasure to say of him now—
He did no man a wrong!

Raymond has a little car; it's an accommodation bus—now don't you smoke your pipe in it, or Raymond dear will fuss.

We have a sad story to relate, about storekeeper Thomas, who is so sedate. He came to our city (the best in the state) with its long Mississippi and styles up to date. "Cyclone" cut down expenses and slept on a slab and a bold, wicked burglar his wallet did grab. Moral: Don't be tight!

Scandal: Special Apprentice Cannon is the man of mystery, who goes into Milwaukee, so very frequently. We know it is a secret, but gee it's lots of fun, to tell the world about it and that he calls her "Hone."

Our assistant general foreman has a very classy suit; it's a cross between a zebra and a policeman's tooty toot.

JOHN E. DEXTER
1860-1924.

John E. Dexter, District Storekeeper of the Southern District, passed to the Higher Life from his home in Dubuque, Iowa, on Oct. 17th; funeral services held at St. Luke's M. E. Church on Oct. 20th.

General storekeeper D. C. Curtis, asst. general storekeeper F. O'Connor, inspector of stores W. O. Wallschlaeger, dist. storekeeper F. S. Peck of Milwaukee attended the funeral. Also district storekeeper J. T. Kelly of Minneapolis, all southern district storekeepers and master mechanics P. L. Mullen of Savanna and R. C. Hepstead of Ottumwa Jct.

Mr. Dexter's service with the C.M.&St.P. Ry. Co. covered a period of forty three years, having worked in the capacity of clerk in freight office and night telegraph operator at Portage, Wis. from 1881 to 1884. As telegraph operator and clerk to general foreman in the mechanical department at Wells, Minn. from 1884 to 1888.

In 1888 he became chief clerk in the store department at Dubuque and remained in that capacity until 1889, during which year he was appointed storekeeper of the southern district, which position he held until his death.

Once more the Silver Bell has tolled,

And taken from our side

A pioneer, whose work is done—

We cannot say he died!

He finished up his duties here—

We know they were done well,

A veteran, brother, friend whose smile

Would always gloom dispel.

Our Life on Earth is but a trail—

He blazed his Trail with deeds,

Strewing along Life's Great Highway

Choice flowers, but never weeds.

A Eulogy to such a man—

With heart of purest gold,

Cannot be merely framed in words;

His story has been told.

In his Grand Life—the pages filled

With accomplishments galore;

His legion friends, co-workers all,

Would review them just once more.

His Life has been a Wondrous Song—

The sweetness in our ears,

Will remain with us in memory;

But today we are shedding tears.

For the Milwaukee Family has had a loss,

From its Structure a pillar is taken,

And while we know he is happier now—

Our entire System is shaken.

To his family and loved ones in their grief,

We would have them also know

Their loss and ours is mutual—

For we are going to miss him so.

Lucille Millar.

La Crosse Division

C. W. Velser

A farewell party was given to former trainmaster T. P. Horton, at Portage on Saturday, November 1st. Employees from every department on the division were in attendance. Arrangements were in charge of Tom Bloomfield and Scotty McFarland, which alone would insure a great success. Mr. McFarland made a farewell speech, paying tribute to one of the best trainmasters the La Crosse Division ever had, which Major Horton answered. Several musical selections and dancing concluded the program.

Conductor Forkenbridge, of Watertown, had been at home sick for the past few weeks, and is now reported recovering and may soon be back on the job.

Trainbaggage-man Frank Waterman, the popular Chicago Division baggageman has again returned to work after being off for the summer looking after his fruit farm in the south.

The boys of the LaCrosse Car Department noticing assistant foreman Milton Haas returning, have been eagerly looking forward to that "Wild Duck Feast", but in vain. All that Milton has been able to catch is a bad cold. How about it Milton?

Car foreman J. H. Dietz was seen one evening going home with two Mallards under his arm. Where did you get them, John? Take pity on Milton and put a bug in his ear.

Miss Nellie Ryan, whose initials are (N.M.R.) Guess? has returned to work after a visit to

Milwaukee. There is a reason for the boys again coming to work singing. By the way, Nellie is an expert candy-maker, bring some more down, Nellie?

Stanley Taylor, Chief Clerk of the Car Dept., returned from a trip to Milwaukee, where he transacted business with Mr. Brock. Boys, this was Stanley's first trip, and we hardly expected to see him again. Stanley hasn't said much about his trip, but made some mention of the directions seeming to be different from those of La Crosse. Better take a compass with you the next time.

Inspectors Leo Larson and Edwin Wolden of LaCrosse Terminal were seen coming to work with a broad smile on their faces. When asked what the reason was; it was found that trainmaster T. F. Buechler had complimented both of them on their good work for finding two cracked wheels in one night.

The On Time Line—Kansas City Div. H.F.B.

As the wheels of time have again brought us around to another Christmas and New Year we want to wish everyone a Merry Christmas and a Happy New Year.

Conductor A. A. (Buck) Floyd who has been incapacitated for considerable time due to an operation on his foot is getting along nicely and we are looking for him back on his run most any day.

Passenger brakeman Con Shay just resumed work after being off several weeks due to a broken leg sustained while working on a new home he is building in Kansas City.

Engineer Hapes and Fireman Miller succeeded in getting train 96 through to the terminal on October 14th after an arch tube was broken through their untiring effort, thus saving a tie up and sending a crew out to pull them.

We regret very much to lose our traveling engineer Mr. Schmitz who has been with us for about three and one-half years and transferred to the H.&D. division effective November 15th. Mr. Schmitz was a very practical railroad man not only from an operating standpoint but from a mechanical as well and always had a smile and good word for every one. The H.&D. division should feel very proud that Mr. Schmitz has been placed on their staff, and they no doubt do as he received a number of years of his early training on that division.

Roundhouse Foreman D. R. Davis has been transferred to Milbank, S. D. Mr. J. L. Brosard taking his place at Ottumwa. Recently when Mr. Davis was in Ottumwa taking care of some of his personal business preparatory to moving the division officers and shopmen put on a farewell banquet at Hotel Ottumwa in honor of Mr. Davis and had in the neighborhood of one hundred present.

Brakeman James Marrs, while working on train 96, October 9th, discovered several inches of rail broken out and gone at the east frog at Stockdale, immediately notified the section foreman so that repairs could be made to avoid any possibility of an accident. Work of this kind is very commendable and is greatly appreciated by all the officers of the railroad as well as the fellow employees whose lives might be endangered had a condition of this kind been allowed to exist.

Agent H. F. Owen of Excelsior Springs, Mo. is sick which may necessitate his being away from work for some time.

Conductor C. C. Dickerson is relieving conductor A. E. Burham as flagman at the 2nd St. crossing, Ottumwa, account conductor Burham having to give the job up temporarily.

Agent John Park who for the past few years has been agent at Washington, Iowa, was recently transferred to Clinton, Ia., as agent and is getting along fine in his new position.

Night yardmaster Ola Kenney is back on the job after being off for considerable time due

to sickness. Everybody is pleased to see Ola back on his job.

On November 4th, switchman Matthew L. McNerney passed away after a short illness. Mat (as he was known to everybody around Ottumwa) entered the service of the Milwaukee in 1887 and was a very faithful and steady worker.

Roadmaster W. Metcalf has been seriously ill for several days and we are very glad to report at this time that he is improving.

We are glad to report that Mrs. Gruber has returned from St. Paul, where she has been for several weeks due to illness, much improved in health. Mrs. Gruber was accompanied home by Mr. Gruber's sister Miss Myra Gruber.

A meeting of Milwaukee women was held in a coach at Ottumwa Passenger Station, Saturday November 15th, at which steps were taken toward forming an Ottumwa Chapter of the C. M. & St. P. Railway Women's Club. There was a good attendance and a great deal of interest was shown.

Mr. C. E. Hilliker, our General District Freight and Passenger Agent, spent a day in Ottumwa, recently calling on jobbers and manufacturers and reported business conditions improving.

Mr. Gruber received a personal note from Mr. F. C. Miller an old friend of his in St. Paul commenting upon the good service of the Milwaukee and the courtesy of its employees in a case he recently had when returning from LaCrosse to St. Paul. In getting off the train at St. Paul the porter gave him a bag and he didn't notice that it was the wrong bag until he had walked a short distance from the train and upon returning, the porter was unable to locate his bag in the train, he then notified the station master also left the bag with him and in a few days his bag was returned to him intact, having been located in Sioux Falls, S. D.

Mr. E. G. Woodward, General Passenger Agent, Kansas City, Mo., received a letter from Mr. W. R. Martin in charge of a party of Federal Surety Company representatives whom we recently handled in a special car on train 26, Kansas City to Davenport, expressing his appreciation of the very fine service rendered.

"A little effort on everybody's part will keep up our passenger earnings."

In checking over the report of passenger earnings for the month of September, our total earnings were \$8,538.42 as compared with \$7,880.43 last year. This puts us in third place, Sioux City first, Des Moines second, and Ottumwa third, and places us ahead of Mason City, Dubuque, Cedar Rapids and Davenport. Certainly a very fine record, and while we had some help in these earnings on account of the Kansas City Special the fact still remains that we are holding our own; in fact, showing a slight increase in our passenger earnings.

Miss Bernice Crawford who was chief dispatcher, stenographer a few years ago, but now located in California, spent several days visiting in Ottumwa and on returning to California was accompanied by Mrs. O. E. Clark.

S. M. West Notes

Ray H. Hoffmann

Agent H. G. Gugen, of Madison, attended a meeting of officials at Minneapolis, with other agents of the S. M. Division, regarding rates of pay for yard foreman of switching crews.

F. M. Washburn, our genial Car Foreman, at Madison, recently received the honor of being elected Post Commander of the local American Legion Post. "Frank" has always taken an active part in the legion and is well fitted for the position.

John Lange, Machineist at the Madison Round House, was married to Miss Ruth Grant at Madison on October 10th. They were given a grand ride up and down our fair city's main street and in the evening received one of the largest chivieries that has ever been given a

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young married couple in Madison. Both Mr. and Mrs. Lange are well known and liked in Madison. Mrs. Lange holding a position as teacher in the Madison Public Schools, up to the time of her marriage. We wish them all kinds of happiness and prosperity.

Joe Lawler, Freight Brakeman on the short run, between Woonsocket and Western Springs, recently returned from Sioux City, where he underwent an operation for hernia from which he has recovered.

Barney Morgan, relieved "Mark" McCurdy as Passenger Brakeman on the Madison and Bristol line for about a week during October.

Wm. Hamilton and wife have returned from a months visit with their son at Lakin, Kansas. "Billy" as he is known, by us all, is the City Checker on the Madison freight office force.

Engineer Peik of the S. M. East, has been pulling freight trains on the West End for the past few months.

C. F. Busby, Switchman, in the Madison Yards, was married to Miss Baker of Foustburg. We extend the best wishes of the "S. M. West" to the newly weds.

Nearly all of the "boys" that could get away took in the pleasant hunting on Nov. 7th and 8th. Ye scribe enjoyed a fine pheasant dinner at the home of roadmaster J. S. Healy last Sunday. These game birds are getting so numerous that some of the counties in So. Dak. are allowing two weeks of hunting. Only the male birds may be shot. Hunters of near-by states, took advantage of the long open season to take part in the sport.

The "Milwaukee" was successful recently in securing a shipment of 28 cars of stock to Chicago, from one shipper at Welcome, Minn. The local paper in commenting on the shipment, states that this was one of the largest shipments of stock ever handled out of Welcome. We have strong competition at this point, so we consider it quite a feather in our hat.

A Safety First Meeting was held at Madison, in the passenger station on the evening of Oct. 1st. Sixty-seven employees were present, which is the largest attendance of a Safety First Meeting at Madison that the writer can remember. W. F. Esch, Dist. Inspector, gave a very nice little talk on Safety First practices. F. J. Holmes, Trainmaster of Austin, was chairman of the meeting. Cigars were passed around and were enjoyed very much.

P. F. Malone, Section Foreman at Jackson, suffered a stroke about a week ago, and is reported very low at the present writing.

Garland L. Clark, returned to Alden, Minn., on Nov. 8th, after relieving roadmaster's clerk Ray H. Hoffmann, of Madison, for a month.

We are pleased to state that Dud Simpson has returned from his duck hunting trip to Lost Lake, as reported in the "S. M. East" notes for Oct.

December is the month of Christmas and Good Cheer. The employees of the "S. M. West" wish you one and all a Merry, Merry Xmas and a happy and prosperous New Year. The past year has seen many improvements on our beloved "Milwaukee" and we feel sure that the coming year, will see us all boasting for "Our Road" more and more.

Idaho Division R.C.P.

Engineer J. Shook has given up main line passenger running for the Spokane-Couder DeLene local. Engr. Herb. Haas has taken runs vacated by Mr. Shook.

Logging operations at the various points on St. Maries branch have closed down for the winter which necessitated pulling off the Emerald Creek and St. Joe-Ramsdell log runs.

Chief dispatcher P. L. Hays received a letter Nov. 14th from E. E. Kilbourne, former dispatcher and operator of this division, now at his home in Laredo, Mo., in which he stated that his

condition was such that he did not expect to live more than two or three days and made disposition of his personal belongings here. This is indeed sad news from one who has fought so hard so many years to overcome a stubborn infection of the hip. The latest development is an abscess on the liver which he said will prove fatal.

Conductor Ray Falck returned here from Binghamton, N. Y. long enough to make a round trip on the Spokane, Spirit Lake local, then beat it back again.

Ray Shook of the Superintendent's office has returned from the Orient. His ship called at the principal ports of Japan and China.

Lineman Mike Palarski is back on the job after several months absence. Sam Sybrant, who was relieving him has returned to St. Maries.

Supt. F. G. Hill is rapidly recovering from his recent illness.

Miss Gertrude Alden, Chief's Steno., is visiting relatives in Pasadena, Cal. Gertrude's sister Helen, is filling the position during Gertrude's absence. The atmosphere around here is similar to the quiet after a storm.

Chief dispatcher Hays advises that there were 512 more carloads of freight originated on the Idaho Division in October than in September, October being the heaviest month for business of this year. The month was not as heavy as the same month of 1923, which was the heaviest in the past four years.

Roadmaster C. F. Allen in company with his father who has been making him a visit, spent a few days on the coast recently, visiting in Seattle and with our former Superintendent, Mr. Sawyer, at Port Angeles. Mr. Sawyer took them for a trip to the Pacific Coast west of Port Angeles and along the government railroad. He asked to be remembered to all who knew him on the Idaho Division.

Tonnage moved on the Idaho Division for the month of September increased a little over 11% more than the month of August. The average number of tons hauled per train increased 125 tons over August. The net earnings of the Milwaukee for September were the greatest for that month since 1918, and the gross earnings the greatest for September since 1916.

Adam Lamb, of St. Maries, has returned to his duties as callboy. Adam has been trying to be sick for the last month or so but without much success. He had them fooled for a little while, however, and they almost sent him a flower.

B. W. Licht has returned from Dubuque, Iowa, and resumed his duties at Bovill. Mrs. Licht remained in the east under a physician's care.

Jos. LaValley, of St. Maries, was defeated in his run for the state legislature in the recent election. Joe is philosophical in the matter and the thing like that to wipe that smile from his face.

Bess Rochet left Sunday the 9th for New York, Wash., D.C. and other eastern cities, she claims she will send us all a Xmas present until the first of the year. She hasn't paid me that five dollars yet and still affords a big trip like that.

Some people have quite a time measuring their winter's wood. Ask Scott, he knows.

Earl Gerky has been making spasmodic trips to Othello, during the last two months. He doesn't intend anyone to encroach on his seniority rights.

Ike Case and George Mac have been on the sick list for the past week. Hope that Ike gets back by Monday or else Tom and Earl will have to get a story book to read.

Did you ever hear of a Dutchman having an Irish Setter. John Crider has got one with a pedigree so long that we can't get it all in this issue. Continued next month.

Roundhouse clerk Luan Perry has been quite busy lately making fancy pillow cases, dish towels, etc. She says they are for Christmas, but we have our doubts.

Casper Weber, Machinist Apprentice at Spirit Lake, was an Othello visitor, Sunday.

The clerks are still looking for Crider's dollar for the ticket to the masquerade dance.

Othello

As this is the December issue perhaps it will not be amiss to say that we wish everyone a Merry Christmas and a Happy New Year. We have already turned over one new leaf and have sworn to get a little more news in the magazine from our section of the world.

Car department clerk Elaine Weber McManamon is once more back in the office. Fact is, she has been for nearly a month but we forgot to tell you about it last time. Wm. A. Smith, who officiated during her vacation went to Harlowton from here.

On October 31st the Othello clerks gave a big Halloween masquerade dance at the Pastime Hall. The hall was decorated in accordance with the date and all the clerks masked as orange-and-black clowns. Mr. A. A. Mueller of Warden could not attend but Gilbert McManamon made all necessary speeches so we got along quite nicely.

Slats Whalen, our lengthy yardmaster, is always trying to frame something on the rest of us but this time we have evened the score. The clerks wanted him to mask as a fence-rail the 31st but he was afraid folks would recognize his feet.

We will have to apologize to store department helper John Morgan for we forgot to mention in the last issue the birth of his new daughter, Miss Shirley Florence. May we be forgiven?

On November 4th, machinist Thos. Barnes became the proud father of a small son, whom they named Robert William. Of course he was an election baby but I really think that he was named for the grandfathers.

Ed Blom, Store Department Clerk, has given up his hermit life for he can't stand this cold weather and he sent home and had mother and dad come to keep house for him. No more all night card parties for Ed.

Storekeeper Tony Johnson has been called to Milwaukee to attend the convention and will be gone about two weeks. We sincerely hope he is back soon for he has never gone through one of our "bannana belt" winters.

Election day has had at least one good result for carman Geo. McManamon has a new gray hat that rumor says one Frank Meisenburg had to pay for. Speaking of elections our railroad bunch has stepped right up and are running car foreman Weber for mayor. What do you know about that?

One certain freight engineer whose name I dare not mention for I see him too often has surely been caught red-handed at last. The November issue of the Milwaukee Magazine told of his taking a young lady from St. Maries out fishing and after that he came back to the west end ring service and started swiping flowers out of engineer Neimiller's yard to bring to the roundhouse clerk and this was not bad enough, but when it started to freeze he dug up the roots of these same plants and gave them to the young lady in the car department office. Engineer Neimiller thinks this was rather adding insult to injury.

Do you know, I'd like to say something about Dad Lombard too, but I daren't for he has us all bluffed. We never start out any where without a convoy unless we know he is at home running his radio set. Really he is a regular "new station" hound. He has found more new broadcasting stations than we ever knew existed.

Brakeman J. V. Harrison has returned to service after an extended leave due to illness.

Malden

H. H. Stewart, Roundhouse Foreman, who performed marvelous feats in shooting ground squirrels the past summer is now the crack hunter

of Whitman County. He lately killed 5 ducks with one shot.

Harry J. Grutzmacher, Car Foreman, is our leading radio fan and expects in the near future to deliver a lecture on maximum sensitivity and how to give low dielectric loss. Perhaps these are track tools that foreman Jas. McGarvey handles, I don't know.

Art Baker is going strong, but that is enough for this edition. No necessity for a present yet.

Pat Beaumont, midnight yardmaster just married, can be seen daily helping in the domestic duties and wants to know what this "Father and Son Week" means. Even "Mickie" McGarvey could not tell him.

Mrs. H. H. Stewart and children visited her parents at Tacoma for the past week. Harry is getting tired of his "string of flats." However, that is all he can cook and the cook book has been mislaid.

Hughie Jones, the English count, made a flying trip to Portland last week and returned with a box of roses.

W. A. Pease, Agent-Yardmaster, did the same thing but brought back bananas.

Anyhow, so they said.

L. W. Dietrich, formerly of Avery, was appointed perishable freight inspector or vice John Troup. We have no remarks to make about L.W.D. He talks too hard-boiled.

John Roach, Storekeeper, Malden roundhouse, transferred to Spirit Lake as stock clerk.

Roadmaster R. H. Stetson who has been on sick list is improving.

Car foreman H. J. Grutzmacher would like to know when there will be a "Father and Daughter Week" as he was presented with a sweet little girl recently.

Mrs. Chas. Helton, of St. Maries, is visiting a daughter in Malden. She is the mother of "The Divine Cecil" in roadmaster Allen's office who, we understand, is also getting tired of her own brand of "hot cakes".

Washburn in the telegraph office was off with the flu for a couple of weeks, but I guess we will let R.C.P. tell you about him. "I'm mad at him R.C.P."

Conductor Tim Linehan must have been deeply mortified when he was rolling that peanut all the way from the Othello depot to the pool room up town, to pay off an election debt to yardmaster M. F. Whalen. I must blush for you, Tim.

Milwaukee Shops

H. W. Griggs

Mr. Parkinson, an old-timer in car department whom everybody knew died Oct. 24th, after a lingering illness, the funeral was held from the Jesu Church, Milwaukee the 27th and was attended by Messrs Gillick, Taylor, Silcox and other officials who were also the pallbearers. Mr. Parkinson has been with the road for many years, formerly in charge of the yards here, then at Green Bay and Dubuque. A more extended biography is being sent in for the obituary columns. Mr. Parkinson was a member of the Veteran's Association.

Geo. W. Armstrong, Engineer, when called for work Oct. 31, was found dead in bed, a sudden taking away. Mr. Armstrong was from the P. du C. Div. and a member of the Veteran's Association.

A good deal of the old-fashioned grippe seems to have settled down among the office force, including the writer, there seems to be a little let up lately.

The store department had a very successful staff meeting in the assembly room the 12th, 13th and 14th, with an outing afternoon of the 13th, although the weather was rather raw. One feature of the meetings was "No Smoking" which is something unusual indeed, but as we run four reels of film the 13th (ascetylene) and three the day before (SPRR store practice) that probably

was enough smoke, or heat.

The chief clerks staff meeting came off the 19th and 20th Nov., when two reels from the G.E.Co. were shown.

The big 6 ft. fir log is being sawed up into exhibition sections, and the sawing is some job. We are not used to such big timber.

Al Klumb's little dog "Snookems," was run over by a Graystone Park street car, and is no more. Al says he is going to get a St. Bernard, one that will wreck the car when hit.

The 6th M.C.B. Staff meeting was well attended, Mr. Silcox, Martin, Nystrom, Winters, and others from Chicago were there, Mr. Byram and Mr. Gillick could not get here but sent their good greetings to the boys. Mr. Silcox had to leave at 3 P.M. the third day to be in Terre Haute the next morning.

Many elaborate and valuable papers were read and discussed, the lubrication committee staying over to the next day in executive session with Mr. Winters as chairman.

The automobile trip to the Uihlein Candy Factory and to the chicken dinner at the Pewaukee Inn, was a most pleasing event.

Slides and motion pictures, featured a whole lot in the program. They say we have the best assembly room and equipment in the country. The General Store Dept. will hold their staff meeting in the assembly room Nov. 12th, 13th and 14th.

Another one of the old timers has passed on, Mr. Jno. E. Dexter, Store Keeper at Dubuque, where he died October 17th and buried there the 20th. Mr. D. C. Curtis, General Store Keeper and Mr. Walschaeger attended the funeral. A fitting and beautiful tribute was a rising silent prayer of the assemblage at the Monday morning session, from request of chairman Mr. C. G. Juneau. The roll call of the old employees of the Milwaukee Road is getting to be a long one.

Twin City Terminals—Locomotive Departments

"Sub"

Silk trains enroute east over the River Division throughout the past month made better than schedule time.

Mr. Harold Odegaard, Special Apprentice, joins the ranks of South Minneapolis roundhouse, effective November 1st.

The Community Drive more than went over the top and a good showing was made amongst the employees of the G.M.&St.P. Ry.

Our roundhouse foreman Mr. Chas. Lundburg, South Minneapolis, is erecting a new bungalow and a house warming wouldn't be at all bad—so let's make it a hot time in the bungalow some night.

Assistant general manager Mr. O. N. Harstad, paid South Minneapolis a visit October 16th and all join in wishing Mr. Harstad success in his new position.

Mt. J. O. Jones, Former Valve Motion Expert, is now filling the capacity of General Foreman, South Minneapolis Shops.

Mr. A. Z. Cowles is making frequent visits around his old haunts and all glad to see Mr. Cowles looking so well and cheerful.

Engine hostler H. E. Thayer has been laid up since last April—he having suffered a stroke of apoplexy. We are wishing Mr. Thayer full recovery so that he can return to his old post.

President H. E. Byram delivered an address before the Civic and Commerce Association of Minneapolis at the Nicolet Hotel, Minneapolis, 12:15 P.M., Wednesday, November 12th.

Heads of four other great rail systems, centered in the Twin Cities, attended the luncheon with Mr. Byram. They were Charles Donnelly, President of the Northern Pacific; C. T. Jaffray, President of the Soo Line; W. H. Bremner, Receiver for the Minneapolis & St. Louis, and Ralph Budd, President of the Great Northern.

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CHICAGO

Mr. Byram gave a very interesting talk on the prosperity of the northwest coming to stay and with his staff left for Duluth on an inspection trip after revealing plans for Direct Line to Head of Lakes, it being planned to take over trackage of the old Duluth-St. Paul railway, giving the Milwaukee its own trains from the Twin Cities to the head of the lakes.

Also plans for early construction of the proposed Milwaukee bridge to give a new trans-continental route past the Ford Plant, which would connect Minneapolis with the Ford plant.

Master mechanic John Turney and general boiler inspector A. W. Novak have just returned from Duluth where they have been looking over the ground in connection with run-Cities to the Head of the Lakes.

When it comes to classy cars, don't talk about them until you have looked over Mr. Novak's 1925 Studebaker Sedan. Some car.

Safety First Suggestions

"To avoid that run-down feeling 'Cross

Crossings- Cautiously'".

"Keep your mind on your work and your fingers on your hands."

Obituaries

Employees extend deepest sympathy to engineer John Clow and family in the loss of wife and mother.

Ernie Anderson, Tinsmith Foreman, South Minneapolis shops, passed away November 4th, 1924 and his funeral which took place on the 7th was largely attended and our sympathy is extended to his wife and family.

Mr. Peter Houle, Superintendent of the Minneapolis, Eastern R. R. and whom we considered very closely connected with the Milwaukee, he formerly having been employed as yard master, passed away October 24th and we send our sympathies to his family in their loss.

Twin City Terminals

Carl

October 22nd was a gala day for the C.M.&St. P. at Minneapolis, when the distinguished Andy Gump pulled into the Milwaukee station in his private car the "01263". On the C.M.&St.P. committee to meet the special was Messrs. Foster, Weidenhamer, Van Dyke, Morken, Cook, Johnston, Skewes, and Smith. Mr. Gump gave a ten minute talk from the platform of his private car and among other nice things he said the Milwaukee R.R. was 100 percent for the people. We are exceedingly sorry his name was left off the ballot because he promised when he reached the White House he would build a new passenger depot at Minneapolis.

Mrs. Minerva Gump accompanied her husband and all the women folks in the crowd were taking notes of her latest creations.

Earl Davis had a new job the day of the Andy Gump Special. He was gatekeeper for the "Lions" but everyone wanted to be a "Lion" that day.

Miss Mollie Flynn, formerly bill clerk in district accountant Nicky's office, has purchased the public stenographic location in the Essex Building. We wish her "the best there is" in her new work.

The topic of conversation is "Have you been vaccinated?"

Fred Ahr is away on a three months leave of absence. Frances Leonard will fill the vacancy during his absence.

Lottie Weyrauch has resigned her position in the local freight to return to her former position in Supt. Van Dyke's Office. We are sorry to see her go, but wish her success.

Archie Nimens, is the proud papa of a baby boy.

The following was handed to the correspondent by Buster Wyrenbek, of the district accountant's office:

The Key To Success, "My Belief"

I believe in the stuff I am handing out, in the firm I am working for, and in my ability to get results. I believe that the honest-stuff can be passed out to honest men, by honest methods.

I believe in working, not in weeping; in boosting, not in knocking; and in the pleasure of my job. I believe that a man gets what he goes after, that one deed done today is worth two deeds tomorrow, and that no man is down and out until he has lost faith in himself.

I believe in today and the work I am doing, in tomorrow and the work I hope to do, and in the sure reward which the future holds.

I believe in courtesy, in kindness, in generosity, in good cheer, in friendship and in honest competition. I believe there is something doing, somewhere, for every man ready to do it. I believe I'm ready—RIGHT NOW!

—Buster Wyrenbek.

Seattle General Offices

Marie E. Cleary

We have just discovered a late picture of President Coolidge adorning the walls of the office of one of the exponents of the faith of the "Solid South", somehow it looks suspicious. He's also the same person who has lately acquired some little fame as having the only complete list of bootleggers in this part of the country—having-acquired said list by reason of having been a juror.

The Milwaukee Club of several years ago is being revived, and the first party was held the evening of October 31st. About forty were in attendance—the small number being accounted for perhaps by the fact that it was Hallowe'en and so many other affairs were being given the same evening. At the business meeting held preceding the dance, Frank D. Reynolds of the Telegraph Department was elected President and Robert M. Barkwill, Mail Clerk, Secretary. The next dance is set for December 4th and the Club is urging all Milwaukee employees here who

Relieving Congestion in Crowded Terminals

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

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

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

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

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

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

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

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

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

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

wish to take part in these affairs to pay their dues and signify their intentions of supporting the Club.

Mrs. J. E. Hills, wife of Superintendent Hills, of Aberdeen, South Dakota, called on us last week. Mrs. Hills, who was accompanied by Mr. Hills' father as far as Spokane, is visiting friends and relatives in Aberdeen, Wash., and in Portland.

Among those in attendance at the Washington-California football game recently, was Tap Collins and—others from the Engineering Department. Everybody enjoy the game? Oh yes!

Understand that Mr. Korte was ordered off the golf course at the North End Club recently—his "Rob Roy" Scotch golf hose being so loud that the other players couldn't concentrate on their game. They are the snappiest golf hose ever you gazed upon.

Conductor R. P. Harmon of Mason City, Iowa called on the General Offices in the interests of the Pension Association, and reports that quite a number signed up. While in Seattle he made a flying trip to Victoria.

Among recent visitors from the East were Mr. and Mrs. H. H. Field (General Consul) of Chicago and Mr. C. G. Juneau of Milwaukee.

George Bahl, son of Mr. J. F. Bahl of the City Ticket Office, recently suffered a very painful accident by being struck by a street car. He was very badly cut and bruised, but is at present convalescing nicely and expects to be up and about again soon.

There are some who would like to know why J. A. Moody immediately shaved off his mustache when his wife went away—and then began changing his place of residence quite frequently?

Miss Albertie Brantin, Reservation Clerk, at the City Ticket Office, is on leave of absence and is enjoying a well-earned holiday in Spokane, Calgary and other points East.

Everyone was glad to see Mr. Nicholson drop in for a short call and a chat the other day. He was out here on business and just ran up to see how everyone was getting along. Hope he calls again next time he's out.

Miss Alice Palmer has just returned from an extended trip through the East—including Chicago, New York and Boston, and reports a very wonderful trip. Among other highly interesting things that she saw was a World's Series game in New York. I know any number of people who envy her just that much of her trip.

I. and D. Wheeze

By George

I noticed the last issue of the magazine failed to carry any I. & D. items, so rather than cripple the magazine for another month and have all the other divisions think we are dead and send flowers or something of that nature I'll try and furnish a line of type or two.

I don't really know why you didn't see this division represented last month but I believe it was account of the girls being too busy with the bobs and the men too busy with BOB to even consider writing news. In fact, the news for the magazine is just about as uncertain as to who will be Iowa's next Senator, at this date.

Mabel Byrd has returned to her duties as Comptometer Operator in the Superintendent's Office, Mason City, after a month's vacation spent in Idaho.

Margaret McCormick has resigned her position as Timekeeper in the Superintendent's Office, Mason City, and departed for her home in Hopkins, Minnesota. She failed to make known her future plans, outside of—just going to "help mother?" but we believe mother was going to help Margaret. You know experience along certain lines so as to be able to help "Somebody Else" later on.

Mason City had a goodly showing of enthusiastic Notre Dame Football Boosters at the Madison-Notre Dame Game played at Madison,

Nov. 8th. Who said the Irish couldn't play football?

The West I. & D. will soon be free from the Annual Bridge Trouble that is caused by the tricky Missouri River as a new bridge is being constructed at Chamberlain, S. D. which we hope will end the Milwaukee's trouble as far as this river is concerned.

Don Woodhouse our efficient assistant baggageman, has quit pushing the trucks and is now pushing a pencil in the Superintendent's Office, Mason City. Glad to see you're going up Don.

While speaking of Don Woodhouse we might as well break the news to you. Don joined the ranks of the benedicts way way last April and never made it known. The girls wonder how he kept it quiet. You will note I said "Girls"—It takes a boy to keep a secret. Anyway it will be all right this time but the next time, if he does such a thing it won't be "Woodhouse" but it will be "Rough House".

Marvin Payne, I. & D. Fireman, was accidentally burned not long ago due to a blow off cock being opened when he was down looking at the ash pan, resulting in serious burns to face and shoulders. We offer our sympathy to him and trust he will soon be up and around and able to return to work again.

Now that we republicans have landed the tenant in the White House for the next four years and Cal and Maria can cease worrying and (we can also) all there is left to do is just light up your pipe and sit down and enjoy prosperity. (Note)—I'm not a republican but I thought they needed this boost.

As I sat and gazed out my window and incidentally saw a transportation bus go by, packed to the door, my mind wanders to a time about three months hence when Iowa puts on her coat of white. Jack Frost as her guest, and Professor Wind the Bandmaster will that bus be able to make the trip and give service to its patrons. Competition is the life of trade and always will be, but it has to be fair to all. We are not kicking in Iowa weather—we're prepared for it, but our preparation has caused a vast expense and if we carry you and get you through when Iowa wears white, then why not be fair and ride with us when she dons her coat of green?

Veteran Employee Passes

Michael Parkinson, General Supervisor of Lubrication, and for more than fifty years a supervisor in railroad circles, also a member of our veterans' association, passed away at his home in Milwaukee, Friday evening, October 24th, at the age of 66 years. He is survived by the widow, one son George S., a Locomotive Engineer for this company, three daughters, Miss Mamie A., Mrs. Jay A. Powers, Mrs. John F. Dunn, and four grand-sons. Funeral was held Monday, October 27th, with burial in Holy Cross Cemetery, Milwaukee. The honorary pall-bearers were Messrs. J. T. Gillick, W. M. Wiedenhamer, W. J. Thiele, L. K. Silcox, C. G. Juneau, J. J. Hennessey, D. W. Kelly, and B. H. McNaney. Active pall-bearers were Messrs. M. J. LaCourt, C. A. Kennedy, J. M. Linehan, W. O. Davies, J. E. Mehan and William Cleason.

At the time the Milwaukee & Northern Railroad was absorbed by the Milwaukee Road in 1889, Mr. Parkinson, who was Supervisor Car Department of that road came to us, and shortly thereafter was promoted to General Car Foreman of Milwaukee Terminals. He was later promoted to Traveling Supervisor, and in 1918 was promoted to the position of District General Car Foreman of the Southern District, which position he held until his promotion in 1922 to the position of General Supervisor of Lubrication, which latter position he held up to the time of his untimely demise. He was a tireless worker and a strict disciplinarian, but withal he was richly endowed with a generous and very sympathetic nature, and his unlooked-for passing is felt with keen regret.

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*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
And She Won't Break if You Drop Her*

The picture is a reproduction from an actual photograph, but it really doesn't show you how desirable "Mary Jane" is. She is the ideal dolly for a little girl: She is over a foot tall and when you hold her arm she can walk.

Really:—Steps right out in a lifelike way that brings a cry of glee from every little girl who has seen her.

"Mary Jane" has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.

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