

THE MILWAUKEE MAGAZINE



JANUARY, 1926

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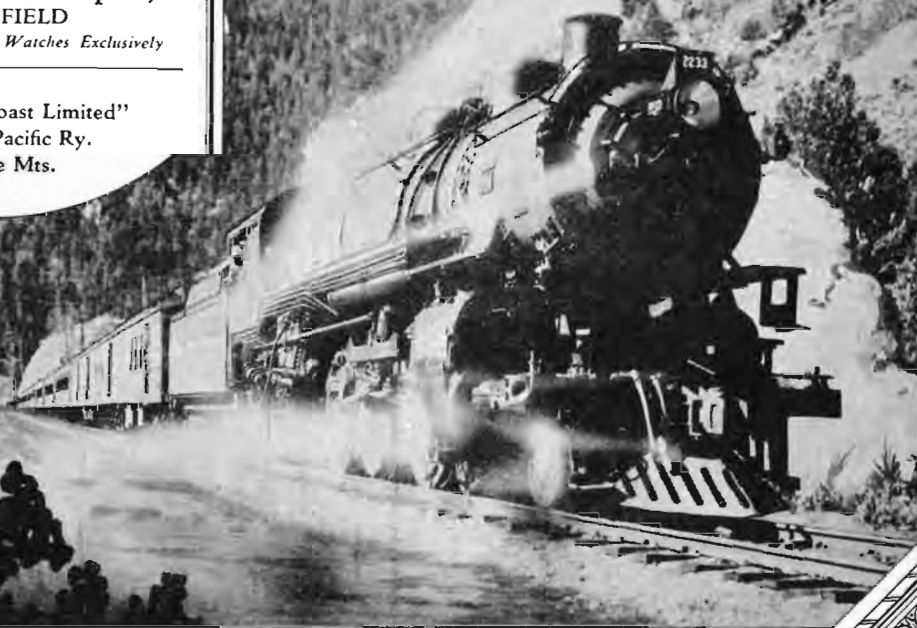
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Crude and Careless Printing is Not Tolerated Here



A call, a phone or a letter stating your requirements and the specifications of your next run would not obligate you in any way and would give us a chance to figure with you and determine whether a printing connection here would not serve your best interests.

FREDERICK L. CHAPMAN

Telephone: Superior 7019

149 W. Ohio St., Chicago, Ill.

Interlocking Teamwork

In a recent interview with our chief operating officer, the editor of this Magazine took the opportunity to ask Mr. Gillick if he would tell in some detail the story of the fine cooperative spirit which is getting such wonderful results in handling the business of the railroad and getting its freight shipments hurried along from their starting point to destination on schedule time. Through this splendid cooperation and the phenomenal results attending their efforts, our employe body is developing into a very effectual business getting organization, regardless of the exact specialty that constitutes the occupation of each one. Our good service is a talking point for us and it is making us many friends among the shippers of the country; and what Mr. Gillick has to say about the part our entire personnel has played in bringing about this satisfactory condition will be read with interest. Here is what he says:

"I am glad you asked me that question, because it is one of the most interesting, not to say important, matters that we have to deal with at the present time. As a matter of fact its importance and the real live work connected with carrying out the program has made its own appeal, so that it has become everybody's business. All of our employes have become so interested in the game that they keep each other busy doing the job and doing it right. Not a day goes by but some fellow out somewhere on the railroad thinks up something new to better the freight movement into and out of his station, his yard, his repair track or his engine house. For purposes of illustration, let us follow the accepted routine from the moment the man gets the billing for a carload of freight. He sits down immediately and figures out just what train it must be put into in order to make the schedule, and he hustles the billing right through; then when the yardmas-

ter gets the waybills, he at once is in a stew until he passes the word to the yard foreman, and we have mighty few yard foremen or yard men who have not gotten the right understanding of the situation and know exactly what train that loaded car must catch in order to get it started right, and they seldom fail to get it into that right train. After that has been accomplished, it's up to the engine-men and train crews, and just as with the yard men, we have very few engineers, firemen, conductors or brakemen who have not caught the spirit and are not taking every means possible to get the car to the next terminal. They seem to do it exactly, every time. I don't know how, but we do not often hear about a loaded car being set out with a hot box or other defect, nowadays. If a defect or a hot box is discovered, the boys just nurse it along into the next terminal; and if any repairing is needed, you can just bet a hat the word has been passed along and the car men are on the job with everything ready to make the repairs so that the yard men, without a moment's delay, have that car out and into the train it belongs on.

"Our service, thanks to all this splendid interlocking teamwork, is so reliable that if a shipper should call Jim Brown and tell him that he shipped a car out of Milwaukee, say, yesterday, for Kansas City, and wanting to know where the car was, Jim would say, 'Wait a minute, please,' and then he looks up that 69's schedule to see just where that particular train is, and then he would tell the shipper confidently, that his car will leave Nahant or some other definite point, in fifteen minutes, and do you know that in 99 times out of a 100, that is just what happens. The effect on the shipper can be appreciated. He thinks we have the most perfect tracing system on earth. Of course, Jim checks up to see if the information he is giving out is right, that the

car does really get out in fifteen minutes, and to be sure that the interests of the shipper are protected. But do you suppose he would dare give out that positive information about a shipment, if he did not know to a certainty that everyone concerned with the handling of that car is on the job, and doing, every day, just what I have told you they are doing.

"Another thing I can cite as convincing evidence that our men are doing their level best in these matters every day in the year, is that our gross freight earnings have increased five million dollars in the first ten months of this year; not because there has been more freight moving, but because the men of this railroad who get their hands on a carload of freight make it their own personal concern to see that it gets to its destination in the shortest possible time. It takes a lot of people to do this good job every day. The man at the roundhouse must furnish an engine that can be relied on to give service, and he does it; and so on through all the other hands and departments that I have already mentioned. One of the interesting things in connection with this good freight performance is that trains are not running as fast between stations as they used to.

"You know any kind of an engineer can turn the wheels fast, but it takes a real engineer to handle an engine with a long string of cars and keep the cars on the track. When they are not kept on the track several things happen; someone gets hurt, cars are broken up, goods are damaged and the shipper or consignee who was depending upon us for good service is disappointed and probably tries some other line with his next shipment; and so the engineer who turns a fast wheel regardless of consequences loses us our friends in addition to musing up the right of way and, perhaps, being the cause of someone being

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\$40.00 Suits for only \$23.50

How would you like to sell a line of men's clothes, made of the finest quality of pure Virgin Wool—guaranteed to fit the wearer and please him in every way—and all at the one low price of \$23.50? Then read the facts about just such a proposition we here offer you.

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Every fabric used in the making of BARTLETT Clothes is pure Virgin Wool. Every fabric is of a quality generally offered only in suits selling at \$40.00 or more. This is a fact, as we can prove. So that you may judge for yourself the stylish appearance of BARTLETT Clothes we show you above an untouched photograph of a coat taken at random from our regular stock. It shows you just how BARTLETT Clothes look to the unprejudiced eye of the camera.

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Back of it all we stand, a big successful institution, training and directing the new man whose experience is limited and who needs such training; and co-operating with every man regardless of his experience, to the limit of our abilities and resources.

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If you believe that "He profits most who serves best"—

If you agree that selling a man a suit of clothes for \$15.00 to \$20.00 less than he has to pay elsewhere is rendering that man a genuine service—

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Then let us hear from you—at once. Sign the coupon and mail, or better still, write us a letter. Either way, you'll get careful consideration and a prompt reply. Address Dept. 747.

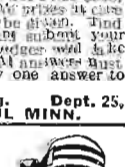
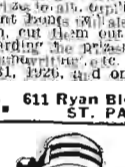
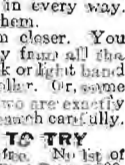
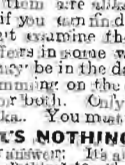
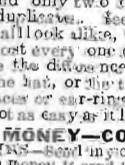
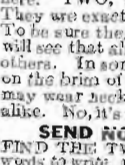
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\$500 REWARD

Can You Find The Twins?

Here's a Brand New Puzzle. There are eighteen girls pictured here. TWO, and only two of them are alike in every way. They are exact duplicates. See if you can find them. To be sure they all look alike, but examine them closer. You will see that almost every one differs in some way from all the others. In some the difference may be in the dark or light band on the brim of the hat, or the trimming on the collar. Or, some may wear necklaces or ear-rings or both. Only two are exactly alike. No, it's not as easy as it looks. You must search carefully.

SEND NO MONEY—COSTS NOTHING TO TRY

FIND THE TWINS—Send in your answer. It's all free. No list of words to write, no money to send in. Nothing to sell. First Prize \$500, 2nd Prize \$200, etc. One hundred prizes in case of ties, and in addition, valuable gift books will also be given. Find these twins. When you have them, cut them out and submit your answer as soon as possible. In regarding the prizes, judges will take into consideration neatness, legibility, handwriting, etc. All answers must be mailed not later than March 31, 1926, and only one answer to a family permitted.

THE NEVERMAN CO. 611 Ryan Bldg. Dept. 25, ST. PAUL MINN.

injured.

"I could sit here all day and tell you about the individual members of our employe body who are performing acts of courtesy daily, resulting in making friends for our line and bringing business to the railroad; but I better leave something for others to say. I will, however, add that our entire Traffic Department are remarking favorably upon the support they are receiving from the men on the job from first to last, and we must all realize that by improving on

Practical Fuel Economy

WILL DRAKE

Part IV

The most correct proportioning of fuel bed and draft can be completely spoiled if good judgment is not used when putting on fresh fuel. A lot of fresh fuel put on at the wrong time, or in the wrong way, will produce the same effect as a deficiency of draft, even though the thickness of the fuel bed may be no greater than the draft takes care of satisfactorily under ordinary conditions. The reason for this will be explained.

There may be a ton of coal on a large fire, but if it was in one lump only the outside would be on fire and it would burn no faster than the surface could be attacked by the flames. The interior mass generates no heat till the outside is burned away and the flames reach it. Suppose, however, that this block of coal is subjected to an intense heat. It cokes and the gasses and tars that it contains and which are referred to as volatile products, are baked out of it. Being highly combustible, they unite with whatever oxygen is available in the furnace, and if the heat is intense enough the gas flows faster than the regular draft can take care of it, and the result is a large part of combustible material escapes through the stacks. Every one is familiar with the puff of flame and smoke that belches from the door of a stove when a shovel full of fresh coal is put on a bed of hot coals. This is an example of sudden evolution of volatile matter. Because the stove door is open, there is enough air available to effect combustion and it takes place with almost explosive force. If the air were not present the gas would go up the chimney unconsumed. As these volatile products are chiefly produced at the time of putting on fresh coal, it will be of immense benefit to the fireman to thoroughly understand this part of his duties.

Experiments made in actually testing a consolidation locomotive, under heavy work, determined that very fair results in burning the volatile products could be obtained by limiting the fresh coal to three scoops at a time, with an interval of ten seconds between each charge and closing the door between each scoop,

this work every day, our business will improve—there will be more jobs and more men employed. Milwaukee railroad men are fast learning that in addition to being good railroad men, they must be good salesmen, which means give good service. All we have to sell is service, and we must sell a lot of that to get by. Good service is our best business getter and every employe in his way, by getting the limit in the matter of bettering the service, is exercising his initiative and making of himself a potential business solicitor."

Firing more than three scoops at a time was found to result in a high percentage of combustible gasses in the stack discharge.

Fresh coal on a fire is highly injurious to the furnace and boiler economy, till it becomes heated through. The first thing that it does is to choke the air spaces present through the bed of the fire, thus shutting off the very air that is needed to burn the gasses that it produces. The next event is a very rapid evaporation of the moisture from the coal, a chilling process which robs the furnace of heat. Next is the formation of water gas. The steam from the moisture coming in contact with the red hot carbon of the fuel bed is decomposed. The oxygen which it contains burns the carbon to carbon monoxide and the hydrogen is set free. Admitting additional air over the fire at this time will do no good because the furnace is cooled down so much by the green coal, that more air would cause an additional heat loss that would offset any possible gain that might come from the burning gasses. After all the moisture has been driven out of the coal, the distillation of the volatile matter begins. The rate at which the gasses, tars, oils and paraffins in coal are driven off is proportional to the heat that is applied. Experiments show that they begin to evolve at temperatures as low as 485 degrees. At 650 degrees the rate is more than twice as fast. At 800 degrees it is much more rapid, and it continues to increase in speed up to 1,000 degrees, above which temperature it begins to decline. Each product has its own temperature of vaporization, and each gas or liquid is completely driven off before the temperature of the coal is raised and the next one starts, but as fresh coal in a locomotive at work is always added on a brisk fire, and in a furnace where the temperature is not infrequently 1,600 degrees, the distillation takes place about as rapidly as the heat can penetrate the pieces, and all of the products appear to be driven off simultaneously. To all practical purposes the production is simultaneous, only a chemist being able to

distinguish between them, and the result is that an enormous amount of combustible is thrown off in the fire box, and if the whole fuel bed has been covered with green coal, there is more of it than the draft can supply oxygen to burn, although as stated before, the thickness of the fuel bed is correctly proportioned to the draft.

There are more complications as the result of this sudden distillation of volatile products than are given here. Some of them will be mentioned later on in connection with another aspect of the case: for the proper handling of them is generally regarded as the most difficult thing in combustion engineering. The actual losses of a steam plant usually increase as the percentage of volatile matter in the coal increases so that it has become a saying among engineers that if these can be burned properly no concern need be felt for the fixed carbon.

Probably every fireman was told in his student days that it was bad practice to "slug" a fire. The foregoing will make it clear to him why, and it must appeal to the sense of the lazy man because, if he considers it at all, it is evident that if so much heat is wasted, he has shoveled a lot of coal for nothing, and must shovel a lot more to make up the loss.

When Honesty Paid

A few years ago in Mississippi a cow strayed off from the barn to the railroad tracks and was killed. When the old farmer who owned the cow was notified, he sat down and wrote the railroad this letter:

Claim Department,
Dear Sirs:

One of your trains killed my cow. She was not a fine Jersey, but an ordinary plain cow and a good milker and a pet to my family.

Yours,
A. SAUNDERS.

Common cows at that time were worth anywhere from \$15 to \$30. Here is the letter the old farmer received from the railroad:

Mr. A. Saunders,

Dear Sir:

Enclosed please find check for \$50 in full payment for your cow that was killed by our road. Your cow was the first common cow our railroad has killed in fifty years.

Yours truly,
CLAIM DEPARTMENT.
—Chicago Tribune.

The High Cost of American Life

A western newspaper, checking up expenditures, finds that the average American spends \$5.02 a year for jewelry and 15c for art; he spends \$27 for joy riding and \$1.28 for the work of the church. He is blowing \$3 for ice cream and 98c for the salaries of professors. He spends \$45 for fancy foods and 8c for books of good literature. He gives up \$4.15 for soda water and six cents for ink. He isn't entirely wild because he spends 11 cents for health service and 65c for coffins without turning a hair.—Osage (Iowa) News.

Aftermath

"Do you have to see a doctor in this town before you can get booze?"
"No; afterwards."

The Kickapoo Valley

J. A. Macdonald

The Kickapoo Valley is one of nature's scenic beauty spots, for which the state of Wisconsin is famous. In the southwestern part of the state from twelve to eighteen miles from the Mississippi River, it runs nearly parallel with the "Father of Waters." The valley is drained by the Kickapoo River, which rises in the hills north of LaFarge and empties into the Wisconsin River at Wauzeka. The valley is from one to three miles wide and is flanked and back of these are located some of the finest farms in Wisconsin.



The Village of Gays Mills, Wisconsin

The development of the country in and adjacent to this valley continued very slow for many years for want of a railroad, and its activities were chiefly confined to logging and lumbering. The narrow, though deep and swift, river furnished the only means of transportation. It took real mariners to guide the rafts of ties, lumber and stavebolts in the crooked channel. The rafts were necessarily narrow and short for the crooks and turns in the river were many. Some of the more prominent local residents realized a railroad was essential. Fifty-two years ago local capital was raised to construct a railroad. Options on the right-of-way were secured and labor and supplies pledged for the grading by the farmers and village folk along the route. It was to be a narrow gauge, and building of the grade found most willing hands. Farmers who were unable to donate teams or men, supplied horse feed and grub, and the women cooked and baked. The narrow gauge line was built as far as Soldiers Grove, and a small locomotive and a few cars were purchased.

About twelve years later leading citizens from the entire valley for 75 miles upstream, were called together for an effort to complete the railroad. A committee of influential men sought aid from Milwaukee and Chicago, and finally the grade was widened, bridges renewed in fourteen places, and the steam whistle resounded on a broad gauge railroad, which was known as

the Kickapoo Valley and Northern Railway.

Near Gays Mills are some of the most productive orchards in the Middle West, and about 1,200 acres of apples and cherries are under cultivation. The quality of the fruit produced is excellent, and finds a ready market throughout the state. A horticulturist is in charge and great care is taken in pruning and spraying trees to obtain perfect fruit.

Besides dairying and stock raising, one of the most lucrative crops is tobacco growing. Crawford County is one of the five best tobacco growing counties in Wisconsin. One of the best because practically all of the to-

hibit.

Soldiers Grove is one of the oldest settlements in the valley, and still retains a very important place in the activities of the great tobacco section in which it is located. The site of the vil-



The Gays Mill Dam and Waterfall

lage was a dense pine forest in the early days.

In several places in and around the valley may still be seen the virgin forests of hardwood. In the rock hills and cliffs near Wauzeka and northwest of Gays Mills are caves and caverns similar to the Mammoth Cave in Kentucky.



Fruit Farm

Conductor M. W. Beier, who runs daily between Wauzeka and LaFarge, was born in a log cabin near Gays Mills. He has watched the developments from the tallow candle to the arc light, from the ox team to the automobile, the Indian wigwam to the modern home, the crossroad's store to the thriving village, the old log schoolhouse to the modern fireproof building. He claims the coming of the railroad transformed the valley from a wilderness to a veritable Garden of Eden. The railroad was extended from Soldiers Grove to Readstown in 1897, and in October of the following year, the first train reached LaFarge. The late J. A. Davidson, ex-governor of Wisconsin, was a native of Soldiers Grove.

Another familiar face that is still seen at his old post in the engine cab is Engineer Matt D. Holman, who has handled the throttle since 1892, and knows every man, woman and child in the valley.



Shipping Tobacco from Gays Mills

Lines to a Veteran of the C., M. & St. P. Railroad upon the Occasion of Election to the Office of Chief Operating Officer for the Milwaukee Railroad, November, 1925

From Fellow Veterans and Others

Many years of varied changes
On the C., M. & St. P.,
Makes for valuable compilation
Of most interesting history.
From a narrow strip of roadbed,
We a system vast now boast,
From the noted "Windy City,"
Winding westward to the Coast;
Over fields of broad, flat acres,
Through beautiful rolling country
set.

Further on, the mountain scenery,
A trip no traveler can forget.
When for use had been completed
That initial line of rail,
Careful plans were consummated,
That in nothing might they fail.
Trusty men must be selected,
For each different phase of work;
Men of sound and careful judgment,
Those who would no duty shirk.
From the very small beginning
Of our dear Milwaukee Line,
Has this policy been followed,
And will hold for future time.

'Tis toward one of this description,
Many turn their thoughts today;
Members of the Railroad Family,
In whose hearts he's long held sway.
Men of valor and achievements
Always will acknowledged be,
As the leaders of great projects,
Guiding well their destiny.

True is this in fullest measure,
Of the subject of our thought,
Who, for love of his dear railroad
Counted sacrifice as naught.
Dating his first railroad service
At a somewhat early age,
Working faithfully, and rising,
Stepping upward, stage by stage.

As the railroad has developed
By no single leap or bound.
So he, to gain success—distinction—
Scaled the ladder round by round.
As a veteran, whose fine record
Is well known to one and all,
'Tis quite fitting and appropriate,
That he should receive the call
To the office he is filling
As the operating head,
Of the great Milwaukee Railroad,
Of which all have heard and read.

Does he need an introduction?
No, for with much force and vim,
When one mentions J. T. Gillick,
All men doff their hats to him.
Well they know his friendly handshake,
Kindly smile and heart so true,
And his chivalrous acts so numerous,
Are to them by no means new.

Over our extensive system
He's kept in close touch with all,
Mingled with and gave assistance,
Answered many an urgent call.
And not only to the workers,
But to their dear ones as well,
He has rendered helpful service
Of which they could gladly tell;

For in acting in the interest
Of the toiling family head,
Not to one he's shown a favor,
But unto the house instead;
Always cheerful in the rendering
Of the help so often sought,
Which, when in such spirit given,

With no money can be bought.
Friends, whose name is truly Legion,
Has he gathered to himself,
Who, at this time, as a unit,
Wish for him a mighty wealth
Of success which has no ending,
In this office he doth hold:
Glad are they, in that this honor,
Unto him has been bestowed;
For by faithful, constant effort,
He has reached his present post,
And rejoicing in this ending
Is a happy mighty host,
Who bespeak a glowing future
In all work he takes in hand,
And who pledge co-operation
As a firm, united band.

Tae Rothsay O

J. A. Hendry, Minneapolis

The wind wis blawin' in the West
An Maggie like a queen wis dressed,
I wis ragged out in ma best
The day we gae'd tae Rothsay O,
When we got on the boat ye see
The Crowd aw wondered, wha we could be
An aw the lassies smiled at me
The day we gae'd tae Rothsay O.

Although we'd never sailed the Sea
We were baith as brave's could be,
An Maggie cuddles close tae me
The day we gae'd tae Rothsay O.
The wind wis blawin' strong 'n noo
An Maggie seemed tae like it too,
But soon I felt as if I wis fu
The day we gae'd tae Rothsay O.

I thought I'd better tae walk aroon
An maybe I could keep it doon
I tell ye I wis hopin' soon
That we wud get tae Rothsay O.
And while I looked out o'er the sea
The fish aw seemed tae laugh at me,
I asked the captain hoo long it wud be
Before we were in Rothsay O.

Puir Maggie had been keeping awful still
She wis huddin' her ain wae night guid will
She prayed that she should live until
The boat wud get tae Rothsay O.
Her cheeks were jist as white as chalk
We were baith as each we couldna talk
I tell ye we baith wud rather walk
Than sail again tae Rothsay O.

Maggie looked up at me and said
Say's she, "Man Jack ye're lookin' had
Baith you and I'll be very glad
When this boat gets tae Rothsay O."
'The sea seemed as if twa smoothin' doon
An the passengers aw h-w in the jolly room
'They aw say - "Go" in low room.
We wud land in Rothsay O.

So we ma lassies on over ma se'
I looked awa' yon the sea
An there it wis as plain's could be,
The welcome shores o' Rothsay O.
So when we baith stepped on the pier
Fair Maggie whispered in my ear,
'Dad Jack I think we'll settle here
I like the looks o' Rothsay O."

Sae noo ma friends, I'll put away
Ma pencil for another day,
Howe'er Maggie an I will stay
For the present here in Rothsay O.
We wudna dare tae try again
An risk our lives on the briny main
Sae Noo tae mak' it very plain
We'll stay right here in Rothsay O.

Claim Prevention—Delays

F. J. Alleman

In looking over various statements of claims paid for the past year, I find payments made on claims caused by delays to be the third highest item for a number of months. This plainly indicates the necessity and importance of being given special consideration in our discussions on claim preventions.

While claims paid, caused by delays, consist mainly of livestock and perishable freight, it also involves other freight. There are many causes for delays; such as weather conditions and the handling of full tonnage trains. Part of which at least is beyond the control of this committee, except to see when freight is delayed on account of weather conditions to expedite movement of same. Delays that are most frequent, and cause a great deal of annoyance, are in the switching of carloads to and from industries and in making up trains as well as in local warehouses on less than carload shipments.

We frequently find where carload shipments have made schedule time, between given points, to be delayed for a day or more at destination, due to several causes: First, not sufficient attention being given by clerks in charge of obtaining disposition from consignee. Second, after disposition has been received, failure to place cars in the first regular movement to industry. On less than carload shipments, failure to promptly notify consignee on arrival of freight; this being very often due to the fact that consignee's address being shown on bills of lading but not transcribed to waybill, and receiving clerk in checking freight from cars to warehouse, failing to show address on waybills at time of unloading. Thereby causing additional delay in getting proper notices to consignee.

In order to eliminate delays, as far as possible, requests for special switches should be reduced to the lowest possible minimum, as this, without doubt, more or less disrupts the work being performed in a systematic way. Yard forces, on the other hand, should co-operate with each other to see that disposition is received in advance as far as possible to transmit such information to yardmaster, who in turn should have his forces lined up in such a manner that no cars will be overlooked—either in or outbound—which would create requests for extra switch movements.

Delays to outbound cars are frequently caused by shippers' failure to furnish bills of lading promptly. Especially is this the case on Saturdays. Such ladings being left in the post office and not always available until the following Monday; although we have a box at the post office and work a bill clerk on Sunday for several hours, who gets the mail from the post office, renders waybills for all cars possible and takes waybills to the yard and connecting lines to move cars promptly.

Delays in furnishing empty cars is one of the most annoying, at the present time. With a large supply of empty equipment available, there seems to be no excuse when car orders are not

(Continued on page 14)

Locomotive--Lima No. 1

C. H. BILTY

From the time the steam locomotive became an assured fact, progress has been made along the lines of constructing them bigger and heavier until clearance limits of width and height and limits of weights have been reached.

Future developments naturally will follow in refinements of design, and without increasing the bulk of the engine, greater horsepower will be developed and heavier loads hauled at a minimum operating cost.

With this in mind the Lima Locomotive Works, Incorporated, have designed a 2-8-4 type of freight locomotive, known as the Super-Power locomotive, in which they were free to make departures from conventional design in the attainment of a locomotive that would be capable of hauling more tonnage, over greater distances, in less time and at lower costs than other locomotives of similar type.



The Lima Locomotive (Examine with Glass)

This locomotive was completed and placed in service on some of the Eastern roads early in 1925 and was placed in service on this road on September 20th, remaining until November 12th, it being assigned to hauling freight on the La Crosse and Illinois divisions.

The dynamometer car was used on all trips and a very thorough record obtained of all phases of the operation, this data now being developed.

Preliminary figures show that with 100 to 105 cars about 4,500 tons, the average speed from terminal to terminal was 21 miles per hour, and that the evaporation per pound of coal was 7.23.

The superheated steam at times reached 690 to 700 degrees, and the feed water heater returned to the tank about 12 per cent of the water taken from it.

As many bold departures from ordinary design were made, a few of them will be briefly described.

A four-wheeled trailing truck is employed in place of the usual two-wheel type. The spacing of the trailer wheels relative to the rear driver and the forward tender truck wheel, together with the moderate loading on the truck, greatly reduces the track reactions as compared with a two-wheel trailer.

As the four-wheel truck can carry a much greater load than a two-wheel truck, such an arrangement will permit of a larger boiler and more grate surface being provided than possible on the two-wheel truck. The Lima engine has a grate area of 100 square feet.

The truck is constructed as an indi-

vidual unit which is attached to the main frames by means of an articulated connection carried on the front of the trailer truck frames, and by removing the pin used for connecting the trailer to the main frames, the entire trailing truck, booster and ash pan may be rolled from under the engine.

Weight is transferred to trailer truck at point of connection to main frames, and at two rear corners of firebox, where geared rollers and sliding plates provides for expansion of boiler and radial motion of truck, as well as acting as a centering device.

The cylinders are constructed of cast steel throughout and practically all cored passages are omitted. The exhaust passages are not cast in the cylinders, but are separate cast pipes, one end being attached to the valve chest extension, and the other to the cylinder casting, where they connect to short passages leading to exhaust pipes. Practically all parts of the cylinders are accessible for inspection and repairs, and a crack or defect in any part can readily be repaired by welding.

By the use of cast steel instead of cast iron 4,000 pounds in weight was saved in the cylinder casting.

The cylinders and valve chambers are bushed with gun iron.

The locomotive is arranged for a 60 per cent cut-off instead of the usual full stroke, which provides a more even turning movement at low speeds, and it is very noticeable that where the ordinary simple locomotive has a tendency to stall at speeds under four to five miles per hour, the Lima engine will keep moving at much lower speeds.

Compensating ports are provided in the valve chamber which slightly lengthens the cut-off at slow speeds, and the effect of these ports disappear at speeds over six miles per hour.

The Baker valve gear is used together with the precision type of power reverse. The travel of the valve is 8 3/4 inches, steam lap 2 7/16 inches, exhaust clearance one-sixteenth inch and lead one-fourth inch.

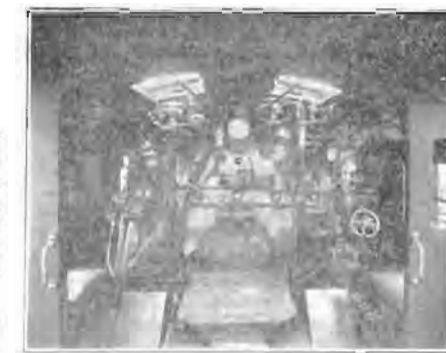
The engine truck is of the two-wheel constant resistance type.

The main axles are hollow bored to reduce weight. Driving box shoes are of bronze and the automatic adjustable wedges are employed.

The main rod is constructed with a solid bushing at the front and with no adjustment. The back end of the main rod is forked to straddle the tongue of the forward end of the back side rod. A floating bushing is employed on the crank pin and a solid steel bushing passes through both rods.

This arrangement distributed the piston thrust between the third and fourth driver, instead of to the main driver only as in present construction.

The boiler was designed to be worked with a combustion rate of not over 100 pounds of coal per square foot of grate



Cab Interior

per hour when maximum horsepower output at cylinders was being delivered, and in actual service this rate is often less than half of the figure mentioned.

Pressure carried is 240 pounds per square inch. It is fitted with the type E superheater and an outside top lift smoke box throttle.

The steam pipe is fitted with a shut-off valve at dome, so that throttle, header and units may be readily inspected and repaired with boiler under pressure. With use of smoke box throttle steam is maintained in superheater units at all times and no smoke box damper is required.

A portion of the top of smoke box is removable for inspection and repairs to steam pipes, throttle and superheater header.

Two 8 1/2 inch cross compound air compressors are used, being located just back of the front bumper beam, where they are readily accessible for maintenance from the floor. This necessitated a peculiar shape being provided to smoke box, so pump heads and pistons could be removed.

The firebox is 96 1/4 inches wide and 150 inches long with a grate area of 100 square feet, or approximately the same size as the ordinary 9 feet by 12 foot rug.

A brick arch is used as is also an Elvis stoker. Superheated steam is used for operation of booster, air compressors, feed water pump and practically all steam users on engine including whistle. The superheated steam to whistle adds to the penetration of carrying power, but without adding any harshness.

An Elsecop closed type of feed water heater is used.

The grates are of cast steel and operated both by hand and power.

The ash pan is of the built up type, with generous flares of good pitch and of large capacity. Instead of being attached to mud ring as usually done, it is entirely supported on the four-wheel trailer truck, and when truck is removed the ash pan goes with it.

The cab is of steel, and wood lined and considerable attention has been given the arrangement of pipes, fittings and appurtenances for the convenience and comfort of the enginemen.

In the left back panel of the cab is provided a built-in clothes locker and on upper center back panel is located a rack for grips.

The tender is of large capacity, carrying 18 tons of coal and 15,000 gallons of water.

The underframe is of cast steel and carried on two six-wheel trucks.

On one trip this engine was used to haul the Pioneer Limited from Chicago to Minneapolis, a distance of 421 miles, and while the engine was not designed for passenger service, having driving wheels 63 inches in diameter, the run

was accomplished on schedule time.

The principal characteristics of the engine are given in the following:

Diameter, drivers, 63 inches; fuel, bituminous coal; cylinder diameter, 28 inches; cylinder stroke, 30 inches; boiler diameter, 88 inches; boiler pressure, 240 pounds; firebox length, 150 1/4 inches; firebox width, 96 1/4 inches; wheel base, rigid, 16 feet 6 inches; wheel base, engine and tender, 82 feet 6 inches; tractive power, 69,400 pounds; tractive power with booster, 82,600 pounds; factor of adhesion, 3.56; tubes, 90, 2 1/4

inches, length, 20 feet; flues, 204, 3 1/2 inches, length, 20 feet; weight on drivers, 248,200 pounds; weight on leading truck, 35,500 pounds; weight on trailing truck, 101,300 pounds; weight—total engine—385,000 pounds; weight—tender loaded—275,000 pounds; grate area, 100 square feet; heating surface, tubes and flues, 4,772 square feet; heating surface firebox, 284 square feet; heating surface—arch tubes—53 square feet; heating surface total, 5,110 square feet; heating surface superheater, 2,111 square feet; tender capacity water, 15,000 gallons; tender capacity—coal—18 tons.

Close Co-operation Between Shipper and Carrier Needed

Following are some excellent and interesting points that it is good for railroad men to know and think about:

In an address before the General Electric Traffic Forum, Mr. M. C. Fitzgerald, the Traffic Manager of the G. E. Company pointed out the need of close co-operation and contact between shippers and transportation companies, in the interest of both sides. He states the case of the railroads in respect to some of their present difficulties and makes a strong plea for fair play, not only because the railroads of the country deserve and require it, but because the business of this country, if it is to go forward in a degree at all adequate to the demands of progress, must have a transportation system maintained in a high degree of usefulness and efficiency. On this particular matter, Mr. Fitzgerald says:

It must be obvious to everyone that without extensive transportation facilities the development of the commerce of our country on such a vast scale as we find it today could not have been attained. The wonderful growth of our country was made possible only through the medium of our great system of transportation lines. Adequate transportation facilities are essential to all industrial operations; therefore, we should treat our transportation lines as an integral part of our equipment for the production and distribution of our goods, a part that must be maintained in the highest degree of usefulness and efficiency.

In the case of industrial enterprises, the responsibility for the conduct of owning and operating them, because failure or success, affects them alone. This is not so with respect to railway enterprises; their success or failure affects the public as a whole, and the public, through powers vested in its legislative bodies, has come more and more to regulate their activities.

Governmental regulation of common carriers is highly desirable from the points of view of both the public and the carriers; that is, regulation directed solely to the proposition of preventing unjust, prejudicial or discriminatory rates, charges, rules and practices of the carriers, not only as among persons, localities and commodities, but also as among the carriers themselves.

In exercising regulatory powers without assuming any direct liability for their consequences, it becomes all the more incumbent upon us fully to inform our-

selves concerning the history of the activities, developments, and achievements of the railroads, so that we may know and perform our part not only faithfully and conscientiously, but with that measure of sagacity and precision which will leave behind no mistakes for rectification at the expense of the railroads.

On the subject of transportation charges, his observations are fair and while adequate transportation service at the lowest possible cost is the goal of the shipper, it is no less the goal of the railroad; but that goal may not be reached until it is realized on both sides, that their interests are so tightly bound together that the slightest pulling apart must result disastrously to the progress of both. Continuing he says:

In 1920, Congress, through Section 15-A of the Interstate Commerce Act, directed that the Commission, in the exercise of its power to prescribe just and reasonable rates, should initiate, modify, establish or adjust rates so that carriers as a whole, or as a whole in each of such rate groups or territories as the Commission may from time to time designate, will, under honest, efficient, and economical management and reasonable expenditures for maintenance of way, structures and equipment, earn an aggregate annual net railway operating income equal, as nearly as may be, to a fair return upon the aggregate value of the railroad property of such carriers held for and used in the service

WESTERN UNION RAIL ROAD.

General Superintendent's Office,

Racine, Wis., Oct 9th 1872

My dear Sir,

Dear Sir

Your favor of the 4th inst
in relation to a box of yours being killed on
road crossing near Thomson, and in which you
say that the bell was not ringing, nor the
whistle blown at that time, I would say—

That, I have investigated the matter, and
find that the bell was ringing at the time
and the whistle was sounded for the crossing
but I shall further investigate this matter and
will let you know the result

Yours Truly

G. A. Olm

Genl Supt.

of transportation, and that the Commission from time to time shall determine and make public what percentage shall constitute a fair rate of return.

From the viewpoint of so adjusting transportation charges as to result in governmental action is fraught with difficulties, due primarily to the fact that while governmental bodies may initiate, modify, establish, or adjust rates, they cannot control the volume of traffic upon which the revenues of the carriers are so dependent, whatever may be the figures in the columns of rate schedules.

If the carriers were left to themselves to work out their own salvation in the matter of fair returns, being given the full benefit of all they might fairly earn, and taking full responsibility for all they might lose, the outcome would undoubtedly be rates sufficiently low to permit of trading to the entire satisfaction of all concerned. In order for the railroads to thrive they must have traffic, and to get traffic, rates must be low enough to permit it to move freely. Just so far as a railroad fails to make rates which will enable its territory to market its products, just so far will its traffic be curtailed.

There is nothing mysterious about the transportation business. It consists in simply the moving of persons and property from one place to another. It is as amenable to the law of supply and demand and to economic factors as any other business. It will have good years and bad years, and unless it has a bona fide guarantee of a fair return every year, it ought to be permitted to build up a substantial surplus in prosperous years to enable it to survive in times of depression. Stability in rate schedules can be maintained only in this way.

The stockholders who furnish the money for the construction of a railroad and take the risk of its successful operation are entitled to fair profits under an honest, efficient, and economical management. The private viewpoint is fair returns upon capital and the public point of view is adequate transportation service and low rates. What has become known as our transportation problem is primarily the problem of reconciling the private and public interests without unduly subordinating the one to the other.

Economical Use of Equipment

Upon us, as shippers, rests a very definite responsibility in the matter of the ability of the carriers to furnish adequate transportation service at the lowest possible cost. Generous co-operation on the part of all shippers is invaluable—in fact, essential—to the carriers in their efforts to establish and maintain a transportation system that will at all times meet the demands of shippers as to both service and charges. Honest, efficient, and economical use of the equipment of the carriers means much, not alone to the railroads, but to the shippers as well. A more intensive use of the equipment of the carriers is a matter toward which every shipper might well keep his attention turned at all times; for the greater the extent of the use of equipment now in service, the less is the need for investment by the carriers in additional equipment on which profits must be earned.

The cars of the railroads must be

kept in the service for which they are intended—that of moving goods. It is in the interests of both the railroads and the industries that cars shall be promptly loaded and unloaded and released for transportation service. A thousand cars, when efficiently used by the shippers and likewise handled by the railroads, might do the work of twice as many otherwise used and handled. The railroads cannot be expected to meet immediately, by the purchase of new cars, any unusual or exceptional demand of the public. As common carriers they are obliged to keep themselves equipped to meet only the ordinary and customary demands for their services.

It is well for us to remember that profits must be earned on every dollar invested by the railroads in new equipment and that the profits of a railroad must come from the pockets of those who purchase transportation. It is of vital interest to all who buy transportation, that the necessity for the purchase of new equipment shall be curtailed to the greatest extent possible though a more intensive use of that already in service. It is in this field that we will find the opportunity to render invaluable service toward enabling the carriers to keep service up and expenses down.

The holding of cars by us for whatever length of time that suits our convenience makes it extremely difficult for the carriers to discharge their obligation to furnish cars for the movement of freight for all shippers. The business of the railroads being that of transporting goods and not that of supplying storage facilities, it is an improper practice for us to use cars for the storage of goods. The practice is wrong, both morally and economically.

After the arrival of a shipment at its destination, the duty of the consignee or owner is to remove it as quickly as possible. It is not a proper practice to allow goods to remain in the possession of a carrier for any greater period than is absolutely necessary. Freight stations are intended to be used solely for the purpose of facilitating and expediting the receipt and delivery of goods, and not as places for the storing of goods.

The transportation companies are obliged to furnish adequate facilities for the receipt and delivery of shipments

and, except at a heavy cost which, in the end, the shipping public would have to pay, they would be unable to discharge this duty if they permitted freight to remain in their possession over long periods. It is unfortunate, both for the carrier and for the public, when a carrier's station becomes congested with freight which is ready for delivery. This creates waste of time, labor, and money in the handling of shipments.

Demurrage and storage charges are intended not as a source of revenue for the railroads, but for the purpose of penalizing consignors and consignees, to the end that they may become discouraged in the practice of improperly using the equipment and shipping facilities of the railroads.

It is the duty of the carriers to handle shipments with reasonable dispatch; furthermore, their own interests required that this be done. The process of tracing shipments is very costly both to the shippers and to the carriers, and since it is a service voluntarily undertaken by the carriers, it should not be abused. The privilege of tracing shipments should be exercised with much discretion and judgment, so that useless tracing and the expense and labor incident thereto may be avoided. It is very difficult to locate a less than carload shipment in transit and in those cases where such shipments have not had time to reach their destinations tracers seldom actually result in anything more than a waste of time and labor. It is not infrequently the case that through faulty receiving records a shipment is actually in the possession of the consignee while efforts are being made to locate it in transit.

Close contact and co-operation between all shippers and the transportation companies, with each approaching the other in a spirit of honesty, frankness, and fair dealing; with each honestly, conscientiously, and faithfully endeavoring to understand the needs of the other and contributing in full measure to those needs, will undoubtedly go far towards producing the result so earnestly desired—a permanent solution of transportation difficulties, a solution that will give to the carriers full assurance that the rewards of initiative, ingenuity, efficiency, economy, and fidelity to a public trust are not to be denied to them.



The Early Promoters of the St. Paul Road (From an Old Lithograph)

THE MILWAUKEE MAGAZINE

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Obituary

Ezra Clemons

On December 4th, in Seattle, occurred the death of one of the most faithful of the Old Guard, a veteran of fifty-one years' service, Ezra Clemons, one time superintendent of the I. and M. Division on Lines East, and superintendent of the Columbia, Coast and Idaho divisions on Lines West; later assistant general superintendent, with headquarters at Seattle, until compelled by ill health to retire from active service in 1917. Since which time he occupied the position of inspector of transportation until his death.

Mr. Clemons was a native of Eagle, Wis., and commenced his railroad service as messenger boy and station helper at Eagle in 1874, and was from that date continuously in the employ of the Milwaukee Company. Among his papers after his death was found a record of his service, which was:

March, 1874-October, 1877, station helper, Eagle, Wis.; October, 1877-March, 1878, clerk, Minneapolis Freight Office; March, 1878-October, 1878, bill clerk, Minneapolis; October, 1878-August, 1880, cashier; August, 1880-March, 1882, paymaster's clerk, Minneapolis; March, 1882-September, 1882, agent, Rushford, Minn.; September, 1882-September, 1885, superintendent's clerk, I. and M. Division; September, 1885-March, 1888, superintendent's clerk, South Minnesota Division; March, 1888-July, 1890, superintendent's clerk, Kansas City Division; July, 1890-November, 1895, assistant general clerk, Minneapolis; November, 1895-December, 1910, superintendent, I. and M. Division; December, 1910-January, 1913, superintendent, Columbia Division; January, 1913-April, 1913, superintendent, Coast Division; April, 1913-July, 1916, assistant general superintendent, Seattle; July, 1916-November, 1917, superintendent Idaho Division.

"November, 1917, relieved from service because I was sick. I had been in service 43 years and the longest vacation I ever had at one time in those years of service was three weeks in the hospital at Spokane in October and November, 1917."

Mr. Clemons' wife died in 1919 and he never fully recovered from the shock of her loss. The funeral was held in Seattle, followed by cremation and the ashes were brought by Mr. Clemons' brother, Mr. Harmon Clemons, and his wife to Eagle, for interment. He is

survived by his brother and two sisters.

Joseph Weber

Joseph Weber, station baggageman at Sturtevant, Wis., died at his home in that village, November 29th, 1925, at the age of 70 years. He entered the service in 1872 and had served as station baggageman at Sturtevant for thirty-six years. He was a member of the Veteran Employees' Association, with a total record of service of 52 years.

With deep sorrow, I am compelled to announce the death of Robert H. Branton, president, and B. Ned Lewis, past secretary and the organizer of the Minnesota Central I. M. McGregor Western Veteran Men's Association.

President Branton passed away on October 13th, and B. N. Lewis on October 15th, the cause of death in both cases was paralysis, and the age of both was seventy-nine years.

President Branton leaves his wife, three sons and a daughter. Mr. Lewis, his wife, four daughters and two sons.

With the death of these two comrades, the Association has lost two of its most active members and the World two of the most practical men I ever met in all my experience, both could fill any position in any department up to superintendent or master mechanic, having qualified in nearly all departments during their sixty odd years of service.

Few railroad men have wider acquaintance than they had and the loss will be felt far and near.

All comrades and friends join in the sorrow and extend heart-felt grief and sympathy to the families of both members.

S. S. Johnston, Secy., I. M. Vets.

To the Editor:

There was an article in the August number of your magazine in regard to my forgetting Ed Bryan in my article on the Yankton flood. I did not forget him, I only mentioned the conductor that was running when I commenced working for the company, the 2nd of September, 1880.

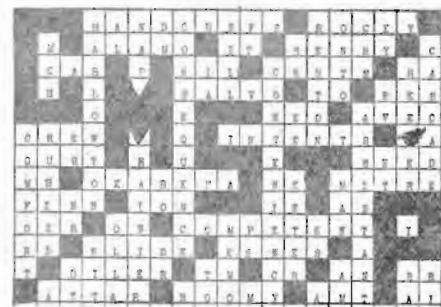
I had been on a work train all that fall and winter, and had pulled passenger a couple of trips from Sioux Falls to Elk Point. But the stock ran was both Bryan's and my first trip on freight. He was just promoted from breaking, and was a conductor at 18 years of age! Not many make conductors at that age now. We left Yankton Saturday morning, January 29, 1881, and went to Canton, where we hid up all night. Sunday we went to Rock Valley and got 12 stock cars. We started to Rock Valley. We were stuck in the snow a couple of times on the way down, but we finally got there. There were two I. & D. engines there to take the train west, but the stock did not get to Mason City for two weeks. That was the last train west of Sarnon until about the 1st of May. We went back to Hudson, then called Eden, and then to Sioux Falls. We ran the engine off the track on the Y, but by the aid of cord wood got her on again. We arrived at the Falls about 6 p. m. Monday. We had been working all the time since Sunday morning with only one meal, and maybe we weren't hungry. There was no train in or out of Sioux Falls for about three weeks, on account of the snow.

A Mr. Bartell was agent at Sioux Falls at

that time, and as there were three train crews snowed in there at one time and no trains running, he gave over the waiting room of the depot for the crews to stay in. As most of them were young men, I being the oldest at 29, they surely had a good time. They organized a society that was called the H. A. & B. A., and everyone who came into the depot was automatically eligible for membership, regardless of their occupations, age or dignity. All the paraphernalia used was a red hot stove, the side of a building and four good, strong men.

Bryan at that time was called The Infant, instead of Pap Bryan.

Very truly,
G. H. KINGS.



Solution of Cross Word Puzzle, December Magazine

Some New Work

Definite authority has been given for a thirteen mile extension to our Big Blackfoot Line. AEF No. 15650 has been authorized to cover this work and the Interstate Commerce Commission has approved the extension. Most of the grading was done in 1916 so that all that remains to be done now is to lay the track and install any necessary operating facilities. Owing to the lateness of the season, no attempt will be made to do the work this fall but as soon as the weather permits in the spring, work will be started and rushed to completion.

This proposed extension will open up for development a very fine farming country in the valley along the Big Blackfoot River. The end of the proposed extension will be at or near Sunset where connection will be made with the new logging road to be constructed by the Anaconda Copper Mining Company to reach an extensive area of timber which it is planned to log off during the next few years. This new logging road which will be of first class construction in order to enable our trains to operate over a portion of its length, will be carried over the Big Blackfoot River near the connection with our line by an expensive bridge to be put in by the Anaconda Copper Mining Company.

It ain't the cars nor engines, nor the speed that they can make.

It's the close co-operation of Billy, Jim and Jake.

It ain't the individual, nor what any one can do.

It's the everlastin' teamwork of the whole railroad crew.



Assistant General Manager C. H. Buford, Chief Operating Officer J. T. Gillick, General Manager (Lines East) O. N. Harstad

The above picture of Chief Operating Officer, taken with General Manager (Lines East) O. N. Harstad and Assistant General Manager C. H. Buford, is published at the request of many who wish Mr. Buford's picture; and also by way of explanation that the picture of Mr. Gillick, published in the December Magazine, was taken about ten years ago, when he was that much younger, and as he expresses it: "When he 'had some hair on the top of his head.'"

A Better Understanding of Safety First

"Railroaders were cynical when the transportation lines of the country first volunteered to aid in saving the lives and limbs of their employees, but the movement now has the approval of 180,000 rail men, W. G. Lee, president of the Brotherhood of Railroad Trainmen, emphasized in an address today before the National Safety Council.

"Our men were advised to obey every word of every rule before moving a car which they knew could not be done with rapid-car movement," Lee continued, "They naturally looked for the effects of the safety first propaganda in suits for injuries wherein it would be set up that the employee had violated a rule which released the employer from responsibility.

Pass It Along; Good Thing

Any one who has a good watch will agree that not one in a hundred does this little thing: Dust out your watch pocket.

A watchmaker told me a while ago that dust will sift into your watch case where water would not, and in thinking about it, I wondered where the dust came from. I examined my watch pocket and found the cause, and since then I have kept my watch pocket free of dust with good results.

He also stated it is best to wind up watches in the morning, the better to stand the jolting during the day.

H. E. Smith.

Spokane Chapter, C., M. & St. P. Ry. Women's Club

Zelda Mae Case

Recording Secretary and Historian

The Spokane Chapter held their regular meeting at the Y. W. C. A. Tearoom, December 15th, with thirty-six present.

The reports of the previous meeting were read and approved, also reports of various committees were read and approved. The Treasurer's report showed we had a nice sum in the treasury, but not as much as we are going to have. Our membership committee is very busy and we are expecting a number of new members for the coming year.

Mrs. H. E. Moody was appointed chairman of the Ways and Means Committee.

Mrs. J. Lawrence was appointed chairman of the Entertainment Committee.

Mrs. Rummel gave a short talk relative to the general meeting held in Chicago.

A very interesting program was enjoyed by everyone, consisting of a selection on the violin by Miss Dibley and two vocal selections by Mrs. J. Lawrence, assisted by Mrs. N. Jones at the piano and Miss Dibley, violin.



The New Seattle City Ticket Office

The New Seattle City Ticket Office

The City Ticket Office has moved up to 1322 Fourth Avenue, which is the first floor of the White Building at Fourth and Union and is one of the most attractive ticket offices in town. With an entrance from the White Building lobby and the main entrance from Fourth Avenue, it is particularly well placed as to location. The office is very pleasing in appearance, having a finish of mahogany railings, counters and balcony with a terrazzo floor. This is the seventh transportation company to establish offices on the street floor of buildings in this district, so that it is rightly called "The transportation district." Mr. J. F. Bahl, general agent, Passenger Department, is in charge of the new office. Mr. E. M. Gulbransen

is city passenger agent and Mr. O. D. Richardson, city ticket agent. The many floral tributes received the opening day transformed the place to the appearance of a flower shop and in order that business might be carried on, the flowers had to be lined up against the wall out of the way of the customers. Mr. A. J. Hillman, general agent, Freight Department, and his force, constituting the City Freight Office, have taken rooms in the new Dexter Horton Building, Third Avenue and Cherry Street.

A traveling man named Phipps,
Got married on one of his trips

To a widow named Bloch.

But what was his shock

When he found she had six little chips.



Paper on Safety First Prepared and Read by General Yardmaster G. M. Robson at Safety First Meeting Held at Faithorn Tuesday morning, November 24th, 1925

Mr. Chairman and Fellow Workmen:

We are assembled here this morning in the interest of preventing injuries. Self-preservation being the first law of nature, and safety to be the first consideration in our several occupations, let us pause and study ourselves for a moment. Do we violate any of our safety first teaching by adjusting drawbars while cars are in motion in order to make couplings and save the engineer from throwing the reverse lever? Do we go in between cars to pull a pin to save a switch? Do we run in front of moving cars to open knuckles? Do we open blow-off cocks on engines in the vicinity of yard offices or other buildings where employees are frequently walking, or along right of way where section men are working, or public road crossings where pedestrians may be injured? Do we allow lumber, drawbars, jacks, scrap-iron, and other material to lay along our repair tracks after the day's work is completed, making it possible for some switchman to fall over them, causing injury? Do we in digging trenches and other holes on the premises, allow them to remain without covering for some one to fall in? Do we fail to wear goggles when necessary in our shops to prevent eye injuries? If we are committing any of these unsafe practices, we are laying ourselves and others open to possible injury. With the additional hazards of the winter months, it is quite necessary that greater effort be put forth in our work along the lines of safety first. Don't take any chances yourself and if you see the other fellow taking them, tell him about it in a quiet way—he will surely appreciate it.

Paper on Subject of Safety First

L. A. Youngblood

Locomotive Dept. Dubuque Division

Are all injuries and accidents due to human negligence? Invariably you will find injuries among railroad shop craftsmen arising from want of knowledge or skill, some lack of attention or foresight, some act or omission, some failure on the part of somebody. Accidents are often traceable to the mental faculties erring as to time, motion or movement of a swinging or falling body, space, range, footing, balance and a dozen other causes. Shopmen's injuries occur generally through human shortcomings and not the wish of the workman nor the intention of his employer.

Prior to the workmen's compensation acts the workmen generally assumed the occupational risks and hazards of

his craft. Unless gross negligence on the part of the employer could be shown, the usual method of indemnification for personal injuries was to bring suit in a trial court. Society has, however, in recent years charged the employer with liability for the loss of life or limb, accident and injury to employees.

In the face of the present state and federal laws, it is obvious that the employer, whether he be a humble house contractor, head of a steel mill, railroad or whatnot, collects every power within his means to avert accidents and the attending claims. So here we are at this meeting to discuss ways and means toward reducing accidents on our great railroad.

This body of railroad employees is mainly composed of mechanical men. In the daily performance of our duties we are either operating a machine or dismantling or erecting parts which have been machine built. Therefore, it stands us in hand to give a few minutes thought to machine accidents. In 80 per cent of all machine accidents the working point of the machine is involved. By that I mean the cutting tool in a lathe, shaper, planer, boring mill or boring bar, milling machine, slotter and its connection with the work being performed; the drill in the drill press and the air motor; the emery wheel; and in wood working machinery we have the various saws, the band, rip and crosscuts, then the shaper, planer, mortiser, matcher, tenoner, moulder, surfacer and so on. The movable part, the part doing the work, causes 80 per cent of all machine accidents. But do you know that in nearly every machine the working points or points of operation can be guarded to avoid accidents?

When you are running a lathe and cutting brass, the machine is usually run at a fast rate of speed and the chips fly toward the operator. Is it a hard thing for you to play safe and cover the cutting tool with a piece of emery cloth or hold a bench brush near the tool so the chips will not fly? The same holds true with the shaper and planer. And in cutting iron, and particularly steel, on a shaper, how the chips do curl and fly. The operator usually has his head down and looking at the cut. How many shaper operators have you seen with faces burned by flying chips? And there is a guard. When doing large work on a lathe, planer, boring mill, slotter, etc., make certain that you have a good hold with the air hoist or chain falls before you apply or remove the job. Rest assured—use a moment's thought—that the job is firmly chucked or bolted to the face plate or bed of the machine before you start the machine in opera-

tion. And when running a drill press, think before you drill. Will the work turn or move when the drill breaks through? Take a moment of your time and bolt the job down if you think it will. In handling pneumatic drills, be sure of your footing. Chain or tie or have a stop always. This precaution takes just a moment ordinarily. Never rely on your physical strength alone when reaming or drilling with a motor. Air hammers are often the cause of injury to boilermakers. Use your goggles when chips and dust and scale are flying. A gloved hand should never be seen around a milling machine! Stop your machine if it is necessary to remove chips from the cutter. Exercise great care in calipering work on a slotter while machine is in motion and stop it if necessary. And if you are working in a wood mill, I warn you, use judgment. The shaper, I believe, is one of the most dangerous machines. It is often difficult and next to impossible to place a guard around the revolving cutter. Use your head, just a moment's thought may save your hand. Why follow a piece of lumber in a rip saw with your hand? Use a stick. Think often of safety when running a band saw.

Now let us step into the roundhouse and back shop and also visit the car yards and review every day jobs. What are the most common injuries? I believe they are hand injuries. If you are working on side or main rods and lining up holes for crosshead or knuckle pins, keep your fingers out of the hole. You may lose them. When applying or removing air pumps, air reservoirs, generators, pistons, guides, rods, or any work with which you are using an air hoist or chain falls, watch your feet. Be sure of your grip on the job you are raising or lowering, and never forget the warning, "Look out below." Review the surroundings; caution your helper; be on the alert for the unexpected. Never work on a wobbly platform. Be sure of your footing when off the ground and keep a good body poise. Think well and be sure of your grip before removing heavy greasy parts, binders, shoes and wedges, driving boxes and the like. Take a bird's eye view of the surroundings before removing or applying wheels on the drop pit. Understand the situation before you drop an ash pan or side sheet, drawbar, or draft timer. And when you jack up a box car or tender, jack up both sides together and let them down together. Place a horse or a strong barrel under the car if it is to remain in the air a long time, for the jack may sink into the ground. Be careful when lowering certain ratchet jacks which have weight on the handle. I believe they are Barrett jacks. Keep your head away from the handle. On these jacks

it is poor policy to keep the lever in the jack.

I could go on and cite numerous routine jobs pertaining to the various crafts represented here, but we all have a brain and a mind and can think for ourselves, and as we leave this meeting, I will ask you to do but one thing: THINK before you act. Safety always or sorrow will be yours.

Accidents at Crossings

Ray C. West

Engineer, Milwaukee

Thirty or forty years ago, anyone contemplating a journey (they used to call it a journey) on the railroad, usually made his will and bid his friends and relatives good-bye; for travel in those days was considered a hazardous undertaking; but today, the most dangerous part of the trip would be in getting from your home to the station and inside the modern steel coach. It would be safer to cross the Continent than to walk across Grand Avenue anywhere between Wisconsin Street and the County Loop.

The change from the wooden coach, plain, triple and Swift signal, to the steel coach, L. and N. equipment and automatic signal, was not made in a single step, but required a long series of experimental work, covering an ordinary lifetime; nor was it accomplished by any one man, but the combined efforts of men in every department, all working for the safety of the traveling public and employees who's duty was to operate these trains.

While the old problems have been gradually solved, new ones have arisen, and today, the grade crossing is one of the most perplexing questions awaiting solution.

In the days of "Old Dobbin" the whistle and bell were considered sufficient warning, except at congested points where crossing watchmen were installed, but with the advent of the automobile, these warning signals became almost useless, as the super six on the concrete pavement travels almost as fast as the super heater on rails, and the distance is so increased that the driver either does not hear the whistle above the noise of his own motor, or does not pay any attention to it if he does hear it, and accidents increased to such an extent that it seemed that the heedless driver would soon be eliminated, but Nature seemed to provide them as fast as "Henry" could build cars for them to drive, and the need of a visible signal at the crossings became imperative.

The electric headlight at night proved to be the greatest life saver, as the motorist has more respect for the headlight than anything else, but this was useful only after dark.

Mechanical geniuses again went to work and the present wig-wag signal is installed on almost every crossing, together with a distance signal to warn the driver of his approach to the railroad crossing. These distance signals consist of black and white stripes painted on the pavement, or a white disc with black stripes across it, located to the right of the road. With these signals the driver of an automobile has the same conditions that an engineer has with respect to railroad crossings,

except that if the engineer runs the signal, he goes off the derail, while the automobile sometimes gets away with it.

Why a man, who would not think of running a traffic signal in the city, will run a wig-wag in the country, has never been solved, however, it is the case. Whether changing the present day wig-wag to the type of traffic signal used in cities would command more respect, is somewhat problematical, as it is the fear of the penalty in the city that compels respect. There has to be some penalty attached to every law or rule to make it effective, and while the penalty for running a wig-wag is sometimes death, there is always someone willing to take the chance.

The Safety First Committee has been putting out large posters, illustrating the "Race to the Crossing," that resulted in a tie. These posters do not impress the general public to any great extent, as they always think that it is the other fellow, and not them, that is going to be caught.

Why not make a cut of a crossing signal in operation and beneath it, a description of the signal and instructions to the general public relative to the importance of observing its indication. These could be printed on time table folders and other literature that fall into the hands of the public. It would serve as an educational campaign, and an ad for the road, for the quicker the public is brought to the realization of the fact that they must bear some responsibility in this matter to the extent of observing crossing signals, and keep their brakes up so that they can stop at a reasonable distance, the fewer accidents will happen.

Train and enginemen should observe these signals whenever possible, and promptly report any found out of order, for if the public is to depend on them, they must be kept in good order.

The following interesting paper was read by Yardmaster E. F. Husaboe, Avery, Idaho.

"When the Railroads began the Safety First movement there was considerable ridicule and criticism, but today we only hear one criticism, and that is that they did not start the movement soon enough.

"The question, 'Why do we have so many preventable accidents?' in my opinion, is easily answered and I would say it is carelessness on the part of the employees.

"When you say that an accident is the fault of the Railroad Company you are saying that is the fault of each and every one of the employees who work for the Company, from the President on down to the Call Boy, including the Board of Directors and Stockholders.

"Preventable accidents are not the fault of the Company, but are the fault of individuals connected with the Company, it may be a machinist, a track walker, or a trainman.

"Negligence and thoughtlessness cause preventable accidents and both of them are the acts of individuals. If the trainmen's orders are mixed it is because some Dispatcher forgot, if it is a bad rail that causes a wreck, it is because of some defect which was, perhaps, overlooked by a section man and not

corrected. If a brakeman catches a loose grab-iron some member of the Car Department was not on the job. These are individual acts and are the cause of many preventable accidents.

"It is the psychological law that repetition makes memory. There is a law made certain by experience among railroad men that repetition makes for carelessness and the constant doing of a thing over and over again without serious results cause the trainmen to forget the precautions they should take, and thus the preventable accident occurs.

"We may say that we have never been injured and be lulled into the fancied security which is I believe the cause of preventable accidents among trainmen.

"When you make train and yard men fear an accident as they would fear a contagious disease, then you have gone a long way to prevent road and yard accidents, in behalf of the Avery Yardman. I say with pride that it has been over two years since we have been called upon to make a 171 report.

"I personally feel that the largest part of preventing accidents are lack of practice of safety first on the part of pedestrians and automobile tourists.

"From a report put out by our own Company we find that in one day between 7:40 A. M. and noon, there were six accidents at grade crossings—at widely separated points, in each case the automobile struck the train after the engine was past the crossing, and in one case they hit the train twenty cars from the head end.

"Would it not be a wise policy to have a small leaflet printed and left at tourist camps—asking the co-operation of automobilists in reducing preventable accidents, and giving a few statistics as to the number of accidents we had at grade crossings, etc.

"I will give you the conversation as near as I can remember between myself and one of our Old Passenger Engineers when he was telling of a recent accident:

"He was speeding in his River, Rushing eastward by the River, He was giving lurching Lizzy, All the gas that he could give her Till he jammed upon the brake Making Lizzy snort and quake, But the train was right upon him He had made his last mistake.

"He got stalled upon the track, Hadn't time to start or back, So he made heroic efforts, To abandon his old hack, All too soon he breathed his last, For the train was coming fast; He was greeting old St. Peter, By the time three coaches passed.

"Never more he'll speed his flyver, Urge it eastward by the river, Never more will he give Lizzy All the gas that he can give her, After he was struck that day; He soon stopped, but people say, That he'll never look or listen, For he's too damn far away.

Talking Points for Railroad Men

I. C. C. Issues Annual Report for the Year 1925

The Interstate Commerce Commission has just issued its thirty-ninth annual report to Congress, covering the period from November 1st, 1924, to October 31st, 1925. All phases of the commission's activities and transportation developments of the past year are described in detail. Among the major subjects dealt with in the report are earnings, consolidation of railroads, valuation, recovery of excess earnings, freight congestion in Florida, freight movement, and casualties. In reporting on these subjects the commission says, in part:

The Transportation Picture

The volume of passenger traffic expressed in the number of passengers carried 1 mile in 1924 was 36,375 millions, compared with 38,294 millions in 1923, a reduction of 5.01 per cent.

There has been a gradual increase in the average journey per passenger since 1915, which in that year was 32.95 miles; in 1917 it was 36.13 miles; in 1920, 37.30 miles; in 1923, 37.97 miles; and in 1924, 38.25. The great increase in travel by automobile, especially for short distances, doubtless accounts for this to a large extent.

The number of Pullman passengers was 39.2 millions in 1920 and 34.1 millions in 1924, a decline of 13.2 per cent. In 1920 Pullman revenues were equal to 5.68 per cent of the railroad passenger revenue, as compared with 6.87 per cent in 1924.

In the year 1923 the highest record of freight traffic volume for any one year thus far was made, 1,387,754,966 tons of freight having originated on steam railways in the United States. In the year 1924, the corresponding record shows a decrease of over 99 millions of tons, or 7.16 per cent, the amount for the latter year being 1,288,357,339 tons. Expressed in ton-miles, the revenue freight traffic volume in 1923 amounted to 416,256 millions, and in 1924 to 391,981 millions, a decrease of 5.83 per cent.

In the first seven months of 1925 the number of tons of freight carried on Class I steam railways exceeded that for the corresponding period of 1924 by 5.75 per cent, but was less than the tonnage carried during the corresponding period of 1923 by 5.24 per cent.

The average length of haul of a ton of freight in 1924, treating all of the roads of the United States as one system, was 304.25 miles, as against 299.94 miles in 1923, and 308.60 miles in 1919, the last-mentioned average being the highest on record. For the fiscal year 1915 the average haul was only 270.69 miles. These variations reflect effects of changes in the course of productive and commercial activities.

Valuation

Tentative valuation reports have been issued on more than half of the carriers and mileage. Work on the remaining carriers and mileage is well advanced.

Hearings on protests against tentative valuations were concluded during the year in 62 cases, embracing 25,784 miles of road, or 10.6 per cent of the

total mileage, bringing the total number of cases in which hearings have been completed up to 212, covering 43,600 miles or 17.9 per cent of the total. Sixty-four cases, representing 26,469 miles, have been partly heard.

During the year 53 final value reports, covering 4,929 miles of road, were issued, the total number of reports and miles being thus brought to 88 and 9,325 or 3.8 per cent of the total mileage. In addition, 86 tentative valuation reports covering 1,733 miles of road have become final through lack of protest. The total number of such cases is now 225 and the mileage 5,379, being 2.2 per cent of the total mileage. In 30 such cases, covering 1,282 miles of road, we have issued formal reports declaring the valuations final by operation of law, and these are included in the 88 cases above shown. Reports are now final on 5.5 per cent of the entire mileage of the country.

Need of Adequate Railroad Earnings

George E. Roberts, vice-president, National City Bank, discussing the transportation industry in the December issue of the bank's monthly bulletin, says in part:

The fundamental error in the public's attitude toward the railroads is that it thinks of the situation as static, whereas it is inevitably a changing one. It thinks of the railroads as completed, with nothing required but that they shall run regular trains day after day in a routine way, whereas it is highly important that the transportation industry shall constantly display initiative and enterprise.

The popular theory of regulation appears to be that in good years, when earnings approach the "fair return," the roads are doing well enough, and that in bad years, when they fall far behind, the public cannot afford to allow increases.

Growing Needs of the Country

The real explanation doubtless is that the public thinks of the railroads as completed, having little conception of the enormous amounts of new capital constantly required to keep this capacity up to the growing needs of the country. The following figures show the increase of population and of industrial output from 1899 to 1923, and the increase of railroad tonnage in the same time, given in percentages:

	Percentage 1923 over 1899
Population	48
Agricultural Production	38
Mining Output	236
Manufacturing Output	177
Railroad Ton-Miles	235

As the population grows and industrial production continues to increase faster than population, the demands upon the railroads must increase, and if the increased capacity is to be supplied by private initiative and private capital the rewards must correspond approximately to what they are in other departments of industry. To deny this is not intelligent public economy.

Future Financing

The railroads should be planning ahead for the handling of the traffic which is certain to develop, and be making the capital expenditures necessary. It does not require extraordinary vision or sagacity to recognize that this expansion of capacity cannot be financed altogether on borrowed capital. The constant additions to debt will steadily reduce the margin of proprietary capital which the lender looks upon as security and on account of which he accepts a comparatively low return. If this margin becomes inadequate bonds will be regarded as no better than stock, and bond interest will have to be as high as stock dividends, or no capital will be available for the railroads.

Shippers realize that the wonderful condition of transportation at the present time is helping them to keep their stocks at a minimum. That is a saving to the shippers; it means money to them; it saves the expense and trouble of keeping large stocks in warehouses.—L. G. Macomber, president, Great Lakes Regional Advisory Board.

Claim Prevention Delays

(Continued from page 6)

promptly filled. Shippers all know we have a sufficient supply of equipment, and look at delays of this kind as pure carelessness and indifference on our part, and will reduce their orders to the lines who fail to furnish cars promptly for local points only; and it is up to all concerned to watch all car orders and follow them through until cars have actually been spotted at the industry or put on connecting line interchange track.

Delays in handling bad order cars—especially foreign equipment—while greatly reduced is still not all that could be desired. Every foreign bad order car should be placed on repair tracks as promptly as it is consistent to do so and preference should be given by the Car Department in making repairs, thereby putting these cars back in service and cutting down per diem payments. While this may not reduce claims it will, however, reduce per diem payments.

Delays in returning foreign equipment received in switching service frequently creates complaints, unnecessary correspondence and per diem payments, which could be eliminated if all concerned were giving proper attention to this at all times.

Finally, in order to eliminate delays and move all cars promptly, there must be sufficient power to perform the work at all times and co-operation between traffic, local and yard forces in order to obtain 100 per cent results. To this end we should all lend our best efforts; and I feel the Coast Division is rapidly approaching the 100 per cent efficiency.

S P O R T S

CHICAGO LEAGUE STANDING

	Won	Lost	Per Cent
Auditor Overcharge	32	10	762
Comptroller	29	13	680
Freight Auditor	28	14	667
Car Accountant	25	17	595
Assistant Comptroller	22	20	524
Auditor Station Accounts	11	28	283
Auditor Expenditure	11	31	262
A. F. E. Bureau	7	35	167

Individual Average

	Games	High	Average
1. Lange	42	229	188-23
2. Gavin	42	246	188-3
3. Treskett	42	243	184-15
4. Dale, J.	42	280	184-25
5. Gurfahr	36	240	182-30
6. Hettinger	42	229	182-9
7. Faus	42	233	182-9
8. Hale	42	246	180-37
9. Dolez	30	221	179-22
10. Ciesinski	42	268	178-37

High Team Average

1. Auditor Overcharge	2806
2. Comptroller	2838
3. Assistant Comptroller	2758

High Single Team Games

1. Auditor Overcharge	1054
2. Freight Auditor	1007

Individual Averages

	Games	Average
C. Bohr	30	188
C. Johnson	39	178
O. Newirth	33	178
L. Nelson	39	176
R. Ekman	36	174
H. Lindberg	36	174
W. Pickler	39	174
J. Bergquist	33	174
O. March	33	173
G. Hancor	39	173
W. Spencer	30	171
H. Collins	30	171
S. Jones	30	171
J. Wilkie	30	171
L. Halstead	36	171
S. Tadsen	29	171

High team average, three games, Machine Shop, 2893.

High single game, Machine Shop, 1607.

High individual average, three games, L. Nelson, 676.

High single game, L. Nelson, 252.

C. M. & ST. P. RY. MINNEAPOLIS LEAGUE STANDING

Week Ending December 15th, 1925

Teams	Won	Lost	Per Cent	High	Average
Machine Shop	30	9	769	1067	841
Engineer	24	15	615	925	845
O'Brien's Tigers	22	17	564	944	835
Store Department	20	19	513	888	827
District Accountants	18	21	462	983	825
Boltonmakers	18	21	462	960	820
Superintendents	14	25	359	924	799
Plowers	9	30	231	845	732

Milwaukee Road Bowlers Fifth Annual Bowling Tournament

All arrangements for our Fifth Annual Bowling Tournament have been completed and the committee in charge are taking this opportunity to extend a cordial invitation to every employee to come to Milwaukee and participate in this great event.

The tournament will be held in Milwaukee this year and, therefore, should encourage everyone to attend; for there will be a "Booster Night," a night for the ladies to show their skill at bowling, and the big tournament itself. Plans are being considered whereby special prizes will be awarded to bowlers other than the regular tournament prize list, so get yours.

FACTS ABOUT THE TOURNAMENT

Place—Milwaukee, Wis.

Date—April 10th to 25th, 1926, inclusive.

Alley—Hoyer's Recreation Parlor and Bowling Alleys.

Address—2505 Vliet Street.

Secretary and Treasurer—A. J. Epp, number 1231 Second Street, Milwaukee, Wis., telephone Concord 1170-R. Or A. J. Epp, care of District Storekeeper, C. M. & St. P. Ry., Milwaukee Shops, Wis.

President—B. H. Braun, 2505 Vliet Street, Milwaukee, Wis., telephone West 6005-1. Or E. H. Braun, care of Storekeeper's Office, C. M. & St. P. Ry., Milwaukee, Wis.

Fee—One dollar to bowl each event, to be paid at time of bowling. One dollar entry fee to accompany entry blank sent to secretary.

Entry blanks will be in circulation not later than February 1st, 1926. If you do not get yours, drop a line to the secretary or president without delay.

It is up to you and all of you. DO YOUR BEST.

E. H. BRAUN, President.

A. J. EPP, Secretary.

Minneapolis Pin Chatter

The Minneapolis League has developed stronger competition since we increased to eight teams this season. The Machine Shop Team mowed down the wood for the fine count of 2893, with games of 884, 1001 and 1007. The attack was led by "Foot" Nelson, who registered scores of 219, 211, and 225, for a 655 total. Pickler of the same team also held a record for sometime by crashing the Maples for a high game of 94. Flow, however, was not to be out done, as he proceeded to pick up his trusty mineralite, and showed the boys how to roll an even 86.

"Happy" Rachner also took on to himself some honors by trying to better "Slim" Johnson's gutter ball record, but as yet has not been quite successful.

The Superintendents could stand a little more power as they are rolling blinds too frequently.

The dollar winners event of our league is proving a very popular feature, as all are trying to drag down the weekly prize.

The good word now is "on to Milwaukee" to show our wares next spring. And by the sentiment abroad at present we will be well represented.

Strikes and Spares—Chicago League

December 15th brought about the first half of our league and we can say that things look very rosy for keen competition the next fourteen weeks. The boys are all in very good trim and it is expected to see some of the high marks knocked off before long.

Lange and Gavin seem to be playing a game of tag with the leadership of the league this season. One week Legs says "you're it Tommy" and the next week the saying is visa versa. Look out though for Treskett, he has been going strong lately and is liable to give both of you a run for the coveted position yet.

We did not see Fred Stowell eat his Thanksgiving turkey, but he says that he most certainly enjoyed it. Fred rolled the very nice score of 246 to cop it this year and Ed Hardy's come to life with a 215 score to win the \$2.00 prize for bowlers under a 172 average. Expect Ed had chicken for his Thanksgiving feast.

We thought that Bill Hettinger held the league record for throwing two balls into the gutter successively, but Feller surely doesn't like to see anyone do something different so the night of the fifteenth he did the same thing. We might say though that with a double naught start he finished with a 190 game.

Two new faces have appeared in the Auditor of Expenditures lineup. They are Chandler and Kaveney. We are glad to welcome you to our league, boys, and may you knock them dizzy and help Captain Winandy win a few games.

The bowling is steadily improving, as is noted by the double century marks being shot. Here are a few in the past month: Lange, 605-601; Faus, 605-628; Treskett, 646-614-607; Knoll, 621;

Snyder, 602; McGowan, 607, and Tobin 606.

How about this month's steamroller? Schnitz, 91.

Look this over boys, and think about it. Auditor of Overcharge Claims bowling with a blind (who according to by-laws of the league is only allowed 150), rolled up the pretty score of 1054. Here are the counts: Gavin, 211; Lange, 206; (Dog) Ciesinski, 244, and Captain Eddie Heyn, 243. The four men participating getting a total of 904, which is some bowling, we would say.

The Assistant Comptrollers shoved the Car Accountants out of third place in the high three game series when they piled up counts of 962, 846 and 940 for a total of 2758. Snyder and Gutfahr, with counts of 602 and 597 respectively, were the heavy stickers, while Gunz also was a close third with 585.

You will find the low down on the next annual employees tournament in another column of this section. We might say here that Milwaukee is an ideal town for our tournament and the boys sure know how to put it over in real style and aim to make everyone of

the Milwaukee bowling family welcome. Now is the time to get your teams lined up and do not wait until the last minute. Do it now and then boost your own tournament.

Note

We have not had any news from Janesville, Madison, Milwaukee, Green Bay and various other towns along the line that have leagues. Why not help us out and send in a few items or at least your league standing. We will be glad to publish them.



During the week October 12th to 16th inclusive a course of instructions in boxing and crating was given to a group of railway and express company representatives at the Forest Products Laboratory, Madison, Wis., and as it was my good luck to represent the C. M. & St. P. Ry., I give you below brief synopsis of our observations, tests, etc.

This laboratory is equipped with several machines, such as drums, vibrating machine, etc., and these machines were kept going practically at all times while the course was in session, being supplemented by lectures from the various instructors.

It developed that the most common defect in box construction is inadequate nailing, that is, failure to use sufficient nails or place them close enough, also to use nails of the proper size. Tests were conducted as to the holding power of nails and it developed that those which had been cement coated had practically twice the holding power as compared with plain or barbed nails.

It developed from the drum and drop

tests that boxes constructed of one piece sides and one or more piece ends were superior to those constructed with two or more pieces in sides. Hard wood ends also make for better boxes provided nails of the right size are used, the principal danger in this connection being the use of nails that will result in the splitting of ends, thereby, of course, weakening the box itself.

Considerable time was spent in testing boxes which had been strapped in various manners and it developed that a box with sealed straps placed approximately six inches from each end or with nailed straps at each end, stood the hardest usage. In connection with the use of strapping, it was found that considerable reduction could be effected in the thickness of the lumber used in the construction of sides, tops and bottoms and the table shown below will be of interest in this connection:

Proposed Schedule for Nailing Boxes
The gauge of nails to be used is determined by the thickness and species

of the wood in which the POINTS of the nails are held after driving. The following schedule is based upon standard cement-coated box nails. If the designated penny of nail is not available, use the next lower penny and space nails proportionately closer.

Spacing of Nails

When nails are six penny or less, space those holding boards to end grain of end 1 3/4 inches apart, and holding boards to side grain of end two inches apart. Increase spacing of nails 3/4 inch for each penny over 6. No board should have less than two nails at each nailing end. Space nails holding top and bottom to sides six inches or more apart when nails are six penny or less, increasing the spacing one inch for each penny over 6.

QUESTIONS ON BOX AND CRATE DESIGN

October 12-16, 1923

1. Q. What is the most efficient crate corner construction?
A. Three way corner (lock).
2. Q. How would you brace a cubical crate in order to obtain maximum rigidity with a minimum amount of lumber and have minimum shipping space?
A. Use a 3 way corner with the diagonal braces.
3. Q. Which will hold up the greater load, two 2 by 4's placed flatwise with one on top of the other, or two 2 by 4's placed edgewise?
A. Two 2 x 4's placed edgewise will carry a greater load than if placed flatwise.
4. Q. Which will hold up the greater load, a 2 by 4 placed flatwise, or a 2 by 4 placed edgewise?
A. A 2 x 4 placed edgewise will carry a greater load than if placed flatwise.
5. Q. What is the proper size of strapping to use on a box having a gross weight of 500 pounds and bound with two nailless straps? When bound with one nailless strap? Three nailless straps?

- A. When bound with two nailless straps 3/4 in. x .028. When bound with one nailless strap 7/8 in. x .028. When bound with three nailless straps 1/2 in. x .028.
6. Q. If a Style 2 box with 7/8 in. ends dropping and tumbling, a box having a gross weight of 200 pounds and bound with two flat straps 5/8 by .020 inch, or the same box bound with two 12-gauge wires?
A. The box strapped with two flat straps 5/8 by .020 inch will stand the most dropping and tumbling.
11. Q. Which are the best woods for ends and cleats in boxes? Why?
A. If not strapped the woods in Group 4 are best. This is because of their density.
12. Q. Should the diagonal braces on the opposite faces of a crate run in the same direction, or in opposite directions?
A. It makes no difference which way the diagonal braces are applied—the main thing is to see that they are applied.

One of the most striking demonstrations was the test showing the importance of diagonal bracing in securing rigidity in crates, this test being handled by the vibrating machine which gives the same effect as weaving produced by a box car. An unbraced crate was first placed in the machine and after a few and cleats and 5/8 in. sides, top and bottom gives satisfactory results without strapping, what reduction could be made in the thickness of sides, top, and bottom if the box is bound with one strap? If bound with two straps?

- A. If bound with one strap I would reduce the thickness of sides, top and bottom to one-half inch; if bound with two straps reduce the thickness of sides, top and bottom to three-eighths inch.
7. Q. What size and spacing of nails would you use for the three boxes in Question 6?
A. For the 3/4-inch ends and 5/8-inch sides, top and bottom use 9d cement-coated nails spaced 2 1/2 inches apart. For the case with one strap use 8d nails and for the case with two straps use 7d nails, reducing the spacing one-fourth inch in each instance.
8. Q. Why is it necessary to use smaller nails with Group 4 woods than with Group 1 woods?
A. Large nails would cause Group 4 woods to split.
9. Q. Which is the stronger, a Style 4 box with oak ends and cleats and poplar sides, top, and bottom, or a box with white pine ends, sides, top and bottom, both nailed in accordance with the nailing schedule?
A. The box with oak ends and cleats and poplar sides, top and bottom is the stronger.
10. Q. Which will withstand the most vibrations, started to go to pieces. The machine was then stopped, two diagonal braces placed on the same crate and after the machine was again started, the effect was entirely convincing as practically no skewing developed, therefore, we can say that the maximum

rigidity in a crate is secured by the application of diagonal braces to all six sides.

From the drum tests, we learned that the three way or lock corner crate is the only construction that should be used for weighty articles.

In connection with the above, I believe if our agents and transfer forces will keep a sharp lookout for poor boxes, crates, etc., and will call our attention to shippers who have a habit of using poor containers of this kind, that the matter can be handled with the latter in such a way as to secure their cooperation towards the use of additional nails, braces or whatever may be the cause for the failures.

I have attached hereto a nailing schedule which has been formulated by the instructors at the laboratory, it being my thought that this schedule would serve to very good advantage at our cooper shops.

I have also attached copy of final examination given the class and have indicated thereon my answers thereto.

Yours truly,
C. R. Dougherty,
Traveling Inspector.

Delays to Freight in Transit and Their Prevention

Fred L. Rehbeck
Yardmaster, Tacoma, Wash.

Like all subjects connected with claim prevention, the subject of delays to freight in transit must be considered from a considerable number of viewpoints, since so many different factors enter into every phase of the many causes from which claims arise. Delays may occur in a good many different places and, no doubt, some of the gentlemen present today will touch upon some of the places about which I do not know anything; as for myself, my observations are made in a terminal yard and I can only tell of such causes for delay as come under my notice there. These delays very largely concern carload shipments, of course.

In a yard like ours at Tacoma, where cars come daily from a large number of manufacturing plants situated on our own and on connecting lines and where cars are then handled not only for our own line haul, but also for delivery to connecting lines, shipments are frequently delayed because of lack of disposition for loaded cars going to other lines. It is true that this is not a cause for which the carriers are responsible, but the delays occur just the same and it may not always be easy to put the responsibility where it belongs. It should not be necessary to hold a car beyond the regular transfer to a connecting line in which it should have gone forward, just because the shipper is habitually dilatory in furnishing the proper disposition of his cars. The disposition is often given to us by telephone, but not in time for the cars to be waybilled and lined up for movement; or where billing is mailed to us, the bill of lading is often delayed in the mail, causing corresponding delay to the cars. We cannot prevent these delays, but shippers should be educated to do so by furnishing bill of lading promptly.

Another source of delay arises from cars being held for reconsignment or change of routing on instructions from the shippers. This also is primarily not chargeable to the carriers, but delays may be incurred through the carriers' fault if the shippers' instructions are not promptly and carefully complied with or if errors occur in carrying them out. Considering the vast number of changes of this kind which are continually being made all over the lines of any large system, it is a wonder that no more mistakes occur than is actually the case, and that cars are not delayed by them more than actually occurs. I remember a case which came under my observation where a car coming from the East, originally routed from Minnesota transfer over our line West, should have been diverted to another line at Minnesota transfer; this was not done by some oversight and the car was hauled over our line to some point in Montana before the error was discovered and the car stopped. The delay can be imagined. To be sure, this was not terminal delay in the usual sense, but it shows what trouble can be caused at terminals by not watching this matter very closely. Delays at Tacoma occur chiefly because of cars being held for change of routing; it is possible that these delays are sometimes chargeable to the traffic department that ordered the cars held for this purpose.

Frequent delays at terminals occur from cars becoming separated from waybills or slip bills. A car without these documents, or either of them, is a nuisance to itself and others and may easily incur vexatious delay unless the missing documents can be located. It is, of course, understood that these documents are never mislaid in our yard once, but there are liable to be other stations—present company excepted—where this sort of thing happens every now and then, much to the exasperation of bill clerks, yard clerks and yardmasters. In spite of all precautions against it, waybills will be mislaid or carried to wrong stations, thus delaying the cars covered by them. On freight from seaports like Tacoma or Seattle, which has been imported and is forwarded in bond, there is another document which occasionally becomes separated from its car and causes delay; this is the carriers' manifest. Cars are frequently brought in from non-agency stations on the branch lines without waybills, these being forwarded by passenger train, or because waybills could not be made in time to go with the cars; this, of course, caused delay here because these bills have first to go to the passenger station, then to the local freight office, then to the yard by messenger. The logical remedy, of course, is not to pick up a car without a waybill, or to hold trains until the waybill can be made.

A fruitful source of delay in a yard handling, as Tacoma does, a great deal of lumber originating at smaller stations on the line, is the proneness of the outlying sawmills to overload cars, necessitating them to be held for unloading and transferring the excess load. This is, of course, not chargeable to the terminals and it is difficult to see how it can be prevented, since, where no track scales are available, the weight of the lumber loaded on any

Thickness of sides, tops and bottoms of unstrapped boxes, in inches	Thickness of sides, tops and bottoms of strapped boxes, in inches	
	One strap	Two or more straps
13-16 3/4	3/4	5/8
9-16 3/4	3/4	5/8
7-16 3/4	3/4	5/8
5-16 3/4	3/4	5/8

Use cement-coated nails of gauge indicated when species of wood holding nails is	Thickness of ends or cleats to which sides, tops and bottoms are nailed							
	Less 7-16 in.	7-16 in.	13-16 in.	13-16 in.	13-16 in.	13-16 in.	13-16 in.	13-16 in.
Group I. Woods	4d	5d	5d	6d	7d	8d	8d	9d
Group II. Woods	4d	4d	5d	5d	6d	7d	7d	8d
Group III. Woods	3d	4d	4d	5d	5d	6d	7d	7d
Group IV. Woods	3d	3d	4d	4d	4d	5d	6d	7d

Woods Commonly Used in Manufacture of Boxes, Grouped According to Nail-Holding Qualities				
Group I	Group II	Group III	Group IV	
Alpine fir	Cottonwood	Redwood	Douglas fir	Black ash
Aspen	Cucumber	Spruce	Hemlock	Black gum
Balsam fir	Cypress	Sugar pine	Larch (Tamarack)	Blackberry
Basswood	Jackpine	Western yellow pine	So. yellow pine	Blackberry
Buckeye	Lodgepole pine	White fir	White pine	Blackberry
		Magnolia	White pine	Blackberry
		Noble fir	Willow	Blackberry
		Norway pine	Yellow poplar	Blackberry

particular car is largely a matter of estimate. It is possible, in fact I have known of such cases, that the Car Department adds to the delay by being slow to give attention to such cars; it may, of course, be that no suitable empties for reloading are available.

Errors made in carding cars are also responsible for delays in terminal yards. It is not an infrequent occurrence to find after a car has been placed in a transfer or in an outbound train, that the billing received on it from the freight office does not correspond with the card placed on it at the point of origin, and it becomes necessary to pull the car out of a train or otherwise delay it until the error has been adjusted. I know of cases of twenty-four hours' delay occurring through such avoidable errors, whether on our part or that of shippers. It is, perhaps, not very often that cars are delayed through cards having maliciously or accidentally been torn off, but it may occur nevertheless and cause delay. In a moist climate like ours, cards not infrequently become illegible through rain; indelible pencil should never be used for writing cards because it runs when dampened.

Repairs to cars under load become necessary in a yard quite as frequently as out on the road. The wear and tear on rolling stock in a yard, with the short, quick movements incidental to switching, is no doubt as great as, if not greater than, that in train movement and damage is just as likely to result in the yard as in train movement. The unavoidable result is delay to the

car which has to be repaired under load or eventually even has to be unloaded in order to effect the necessary repairs. Occasionally the delay is due to a car properly carded "bad order" being inadvertently sent out to be loaded. The shippers may also overlook the card or it may become detached accidentally and if the car gets back under load, a vigilant car inspector spots the defect, and delay is inevitable.

Not a few empties go out to stations on the line which are really not fit to load. Some time ago the Car Department turned out a number of so-called "schedule cars" for rough freight loading; when these cars came back to Tacoma Yard under load, about half of them had to be sent to the rip track to be repaired under load, causing much delay.

It is very gratifying to see business booming, and delays to cars because we are offered more of them than we can handle would, no doubt, be the least objectionable of any. However, even some of this delay could be avoided out of Tacoma, if we were permitted to get out all of our East loads on No. 64 without reference to loads to be picked up at Black River or Cedar Falls.

You will understand, of course, that I am here speaking in the first place for the Tacoma Yard, and others might not view a delay at Black River or Cedar Falls with equanimity, so I am afraid we shall have to leave these differences to the chief dispatcher to adjust, as heretofore.

report at the January meeting a list of names to be voted on for officers for the next year.

The President-General, Mrs. Byram, was present and spoke on the work of the Club, telling of the interest that was gaining all over the railroad in the Club idea; and complimented the Chicago Chapter on the splendid attendance during the past year, and the good work it has accomplished.

Savanna Chapter

Minnie Sitsky, Historian

Savanna Chapter held its regular monthly meeting for November in Royal Neighbors' Hall on November 4th, with a good attendance. The President, Mrs. C. F. Urbott, presiding. The regular routine of business was pursued. The Chairman of the Ways and Means Committee reported plans for a play to be given at the High School in December were progressing nicely. The dance was a great success, about 75 couples being in attendance, clearing \$42.15. Mrs. Grant Dahl and Mr. Gus Wincke received the prizes for the best characters.

The Chairman of the Relief Committee reported that a number of baskets had been sent to needy families.

Miss Ona Lay Betthoff favored us with a delightful number, accompanied on the piano by Mrs. Doris Odahan. The Club songs were sung, led by Mrs. Sheets; after which cards and refreshments were enjoyed.

The December meeting of Savanna Chapter was held in Royal Neighbors' Hall on the evening of December 2nd, with sixty members present, Mrs. Urbott presiding. The Chairmen of the several committees gave good reports. Mrs. Layman, chairman of the Cheer Committee, gave a splendid report, stating that a large number of sympathy cards had been sent, fruit and flowers to the sick and reported having helped a family in need, with clothing, shoes and food.

Savanna Chapter voted to ask Dubuque Chapter to put on their home talent play in Savanna some time in January, and we are looking forward to a good entertainment from them. A Christmas party was planned for the children of the members of the Club; and members having no children were asked to bring some child who would not otherwise have a Christmas. A program, Christmas tree and a gift for each child was arranged for.

Mrs. Layton was appointed chairman of the Nominating Committee to make up a ticket for election of officers for the coming year.

A very delightful program followed, consisting of Club songs; a solo by Mrs. Scott; fancy dance, Helen May Stafford; reading, Julia Altenberg; vocal duet, Mrs. Scott and Mrs. Sheets; saxophone solo, Harold Brown. Savanna Chapter has some very good talent among its members and we are looking forward to some very fine entertainments during the winter.

Delicious refreshments were served.

Thirty-eight members of Savanna Chapter attended the annual luncheon in Chicago. All report a most enjoyable time. We felt greatly honored by the presence of Messrs. H. E. Byram, J. T. Gillick, R. M. Calkins, and H. H. Field, and their splendid talks were listened to with interest. It was also a great pleasure to meet Mrs. Byram for the first time, and to again meet Mrs. Williams and Mrs. Kendall; and to meet Mrs. Field and Miss Lindskog; and to listen to their interesting reports. It was an inspiration to us all, and made us feel that we could go home and do great things.

The luncheon and the meeting with these high officials, with their cordial welcomes to us all, will long be remembered by the members of Savanna Chapter who were privileged to attend.

Bensenville Chapter

Bensenville Chapter No. 3 has just passed a very busy month. Our new club house was finished under the able direction of Mr. H. J. Wyckoff and turned over to the painters, who painted the exterior cream and brown. The work of decorating the interior was done by the club members who gave it two coats of soft grey paint. Mrs. Louis Steffens captained the crew who did this work, composed of Mrs. Milton Lange, Mrs. Wm. Harney, Mrs. J. J. Lockabaugh, Mrs. Stannard and Mrs. Harvey Leigh. Luncheon was served by Mrs. J. Bodenberger. Three thousand one hundred forty square feet were covered. The Club is glad to acknowledge receipt of many valuable gifts for furnishing the new club house. The house has been wired for lighting and landscaping the grounds will be under the direction of Mr. Wm. Duntzman, our local florist.

Bensenville Chapter gave a very successful dance in Social Hall under the direction of the Ways and Means Committee, November 21st. There were 700 paid admissions and the dancing floor was crowded to capacity. Special train service from the city was provided by courtesy of Trainmaster "Bill" Springer. The committee, composed of Mrs. Bodenberger, Mrs. Erhart and Mrs. Julie Hettgard, are to be congratulated on the success of the evening. During the evening a fine radio receiving set was presented to our departing Assistant Superintendent, Mr. W. F. Ingraham, from the Terminal officers and employees as a token of their respect and esteem. They also gave him a handsome traveling kit as a personal gift.

The first meeting of the Chapter in the new Club House was held on December 2nd, the President, Mrs. W. F. Ingraham, presiding. A motion was made and passed thanking the officers of the C. M. & St. P. Ry., who had made the club house possible, and to all those who aided in building the fine dwelling place of Chapter No. 3. Thanks were offered to all donors of the many lovely gifts. A fine program followed, consisting of a piano solo by Charles Erhart; girls quartette, Misses Gladys Day, Edna Capoot, Florence Stock and Irene Hess, Miss Doris Coomb accompanying; reading by Miss Dorothy Moran; piano solo, Miss Selma Fischer. A talk on "The Evolution of Consciousness" was given by Mrs. Josephine McKenzies; and a brief talk about her work at Moody Institute by Miss Grace Burr. Refreshments were served, Mrs. Guy Sampson and Mrs. Robt. Tonnin in charge.

The Chapter Treasurer, Mrs. Louis Steffens, was hostess, December 4th, at a dinner given in honor of our new Assistant Superintendent of Terminals, Mr. H. F. Gibson, and wife.

Austin Chapter

Mrs. W. B. Hinchley, Historian

An enthusiastic meeting of Austin Chapter was held November 17th at the Y. W. C. A. rooms, with 60 members present, the President, Mrs. E. A. Meyer, presiding. The reports of officers and chairmen were listened to, that of the Membership Committee reporting an increase of 25 members and the prospect of a large number coming in at the next meeting, being received with much applause. The Recording Secretary told of the splendid meeting in Chicago, October 31st, and here's hoping that Austin Chapter will be represented 100 per cent at the 1926 get-together. A Christmas party is to be held and the arrangements were put in charge of a committee consisting of Mrs. Bert Ellefson, Mrs. P. Clarity, Mrs. S. D. Smith, Mrs. Melvin Erickson, Mrs. Sarah Buck, Mrs. O. D. Volke, Mrs. Carl Voecker and Mrs. Harold Scott. Welfare matters were

discussed and the matters brought up referred to the proper committee.

Mrs. Meyer reported progress on our new club house, to be over the freight house, and we hope to be in soon after the first of the year. Club songs were sung, followed by refreshments, and all expressed their satisfaction over the splendid meeting.

The card party given November 20th at Elks' Hall was one of the most successful ever given in Austin, with 260 in attendance. To the regret of the committee, it was impossible to accommodate all who desired to attend. However, more parties are to be given, and it is hoped all who were not able to get in then, will be accommodated in the near future. Bridge and 500 were played, and prizes awarded to Mrs. F. A. Ryan and Guy Chambers for 500 and to Mrs. S. C. Griffith and Arnold Johnson for bridge. A delicious luncheon was served by a committee consisting of Misses Ed Boyle, James Gallagher, Simon Johnson, Frank Toussaint, O. E. Bradford, C. M. Aughey, Guy Williams, Louis Grau, Frank Holmes, John Ahern and Miss Marcella McShane. The able manner in which the affair was conducted under the management of Mrs. Valentine and her committee brought out many complimentary remarks; and it was an inspiration for the rest of us, for when we serve on future committees, we shall have to live up to it to keep the pace. Proceeds of card party are for welfare work.

Montevideo Chapter

Aland Hamlin, Historian

The regular meeting of the Montevideo Chapter of the Milwaukee Women's Club was held in the Club Room of the Public Library on November 19th, 1925, at 8 o'clock P. M. Fifty-nine members being present. Thirteen new members joined our ranks at this meeting, which brings our membership total to 125.

Mrs. R. E. Sizer, president of the Club, presided at the business meeting.

We were deeply grieved to learn of the sudden death of one of our members, Mrs. J. E. Andreas, wife of our chief dispatcher. Mrs. Andreas had acted as historian of the Club, and we feel that we have lost a dearly loved friend and a valued member. Flowers were tendered from the Club as a token of our regard.

We also sent flowers to the home of Mrs. Abe Young, another member of our Club, who was so suddenly bereaved by the death of her husband in the wreck at Kenville, Minn., on November 15th, 1925.

Our entertainment program was not fully carried out, due to the two sad events just mentioned. We did, however, put on two or three numbers which we enjoyed very much.

Mrs. E. J. Ruchmer was chairman of the Entertainment Committee, and presented the following:

Two readings by Miss Evelyn Brown. Two numbers by a quartette of members, Mrs. R. E. Sizer, Mrs. S. Lofsdahl, Mrs. Roy Vandenberg, and Mrs. Edward Thill. A violin duet by Mr. Wm. Werth, and Dr. Ivan Granham.

We next listened to a little talk by Mr. E. W. Lollis, who has been superintendent of our division for about two years. Mr. Lollis has been promoted to general superintendent of the Southern District with headquarters at Chicago, and will leave the H. and D. Division soon. His talk was somewhat in the line of a farewell speech, but he said the Milwaukee Railroad is not so large but that we can all keep track of one another; that we will see him occasionally, perhaps, and that we will be welcome at his office in Chicago at any time. We are, indeed, sorry to lose both Mr. and Mrs. Lollis, and hope they enjoy the best of success in their new location.

At this time we were very glad to meet and welcome our new Superintendent, Mr. P. H. Nee, and Mrs. Nee. Mr. Nee will take Mr. Lollis' place as superintendent of the H. and D. Division and Mrs. Nee will come into the Club as a new member.

Then followed a very dainty and pleasing part of the program—the lunch part. This was served by a committee appointed for that purpose, and we all enjoyed it very much. After lunch was served, we enjoyed a social hour and were very pleased to have about seven of the ladies husbands join us for this.

Later on when our membership is nearer 100 per cent, we expect to get together real often and put on real treats for everyone, something in the line of dances, or public entertainment, perhaps.

Our next meeting will be December 10th, 1925, and we hope to have a 100 per cent meeting.

On November 28th, a goodly crowd of friends, consisting of the dispatchers, officers, and personal staff of the superintendent's office arranged a farewell banquet for Superintendent and Mrs. E. W. Lollis at the Dunn Hotel. About thirty-eight were present. Mr. Lollis was presented with a diamond Shrine pin, and Mrs. Lollis with a set of vanity dresser lamps. Everyone had a splendid time and wished Mr. and Mrs. Lollis the best of everything in their new home.

It was learned at this time that Mister Mechanic Paul is to be transferred to Sioux City, Iowa. We will lose two officers and two Club members when the superintendent and master mechanic leave, but their successors will come along and fill their places on the division, and their wives' places in our Club.

Sioux City Chapter

Thursday night, November 19th, the Sioux City Chapter of the C. M. & St. P. Women's Club held a hard-time dance in the Knights of Pythias Hall on Fourth and Douglas streets.

It was thought that quite a large crowd would be there for the fun, but the attendance was beyond our wildest expectations.

And spending of hard times! Some of the outfits to be seen would have made even the roughest hobo envious. We had to look twice, and give ourselves a couple of rubs in the optic before recognizing Yardmaster Tom Oxley, Engineer Walter House and Conductor Jack Aylward. The latter, who, with a flying pan slung around his neck by means of a rope, his red nose, unshaven face, and hobo attire, could have fooled any bona fide knight of the rode. And we want to say right here that we think that Mrs. Tom Oxley is worthy of honorable mention for her get-up and vim, vigor and vitality throughout the dance.

Those present who had not already seen the Charleston danced, were given the opportunity that night. Misses Aurelia Feuchter, Dorothy Grover, and Messrs. Donald Smith and Duane Shaffer kindly agreed to entertain the company with this dance. Both of these young couples have been dancing at various benefits since the Charleston became popular, and their number was greatly enjoyed. Harold (Red) Gallant, one of our own Milwaukee boys, and a son of Conductor F. M. Gallant, also danced for us. Red's dancing is quite the "hot stuff" and we hope to see more of it.

Engineer John O'Neill was among those present, and was pressed into service to call a circular two-step and square dance.

During the Charleston dance, Conductor Buck Jenkins was seen along the side-lines slyly shaking a hoof, and copying some of the intricate steps, and was later overheard to remark that he was going home, by gosh, where

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

The Chapters, at this writing, are for the most part, preparing the Christmas baskets that are to be sent out on their gracious missions to those of the railroad family who, but for the forethought of the women of the C. M. & St. P. Ry. Women's Clubs, would lack something of the Yuletide cheer.

Missions of this kind, missions of mercy, acts of kindness and a helping hand, with a little money where that kind of assistance is needed—these are the reasons for being of this great and fast growing Club; a Club that in the short period of a little more than a year has grown to formidable proportions, with thirty-nine Chapters and upwards of seven thousand members. In another year, and the years to come, the enrollment will continue, and we may look forward with confidence to a membership that shall include the great majority, or perhaps the "100 per cent" of the women of the Milwaukee Family, their helping hands stretching from East to West and North to South over the far flung extent of this great system.

The work that has been already done; and the plans, hopes and purposes for the future are things to be proud of. Just as the Milwaukee employees are looked upon throughout the railroad world, as people of standing and of high class, so shall the women of their families and those in the service themselves, be recognized in their home communities as standing for the best and highest things of life; women ready to give aid and comfort to the unfortunate, the sick and the needy, to the end that there shall be no case of want or

suffering in this big family because the Women's Club lives and functions for the good of all. The Magazine wishes Success and a Happy New Year to You All.

Chicago Chapter

Chicago Chapter held its regular monthly meeting in the Club Rooms on Saturday, December 12th. Luncheon was served. Owing to the approaching holiday season with its shopping demands, but a small attendance was looked for, and luncheon prepared only for those who had signified their intention of being present. The committee, therefore, was thrown back upon emergency resources when three times the number expected presented themselves. As the President, Mrs. Williams, expressed it, "there was a near panic" in the kitchen; but happily there was enough coffee, and the neighborhood was scoured to find more "cents" so that everyone got at least a bite and a cup of coffee. This, therefore, is a good time to suggest to members that out of consideration to the Entertainment Committee, it might be well to signify their intention of being present; and after having done so, try to be there.

The regular business meeting was held with quite general discussion on the various points brought up, one of these being the timing of a mid-week day for holding a meeting each month, in addition to the Saturday meeting. This would enable many women of families to help in the Club work, who are not now able to attend on Saturdays. This will be voted on at the January meeting.

A Nominating Committee was appointed to

they had a victrola and learn that new-fangled dance.

Before the Grand March, Superintendent Bannon made a little speech, stating briefly just what the Women's Club is for, for in selling tickets, we found that there was a surprising number who were ignorant of the purpose of the Club, and the work that it is doing.

From the Grand March, a committee chose those parties having the best costumes, and the first prize for the ladies was awarded to Mrs. Tom Oxler; first prize for the men to Conductor Aylward; second prize for the ladies to Mrs. Sam James; second prize for the men to Yardmaster Tom Oxler; third prize for the ladies to Mrs. Walter Houser, and third prize for the men to Engineer Walter Houser.

Music for the evening was furnished by Eddie Hunt's Orchestra, and we want to say that Eddie and his boys are right there with the goods when it comes to playing.

On the whole, everyone had a great time, and we hope that the Club will give another dance soon so that we can again get together and have a time like we did the night of the hard-time dance.

Marion Chapter

Mrs. Martin J. Flanagan was reelected president of the Milwaukee Women's Club at its annual meeting Friday, December 11th, in Memorial Hall, Marion. Mrs. Chas. LeRoy was elected vice-president; Mrs. L. A. Turner, second vice-president; Mrs. L. G. Hewitt, secretary; Mrs. R. J. Kendall, treasurer; Mrs. J. F. Conkley, historian, and Mrs. W. B. Smith, pianist. Mrs. LeRoy and Mrs. Hewitt served in the same capacities last year.

Fifty-one members responded to roll call. A letter was read from Dr. Lounsbury, who told of the progress being made by Lyle Kindig, club beneficiary, at Washington Boulevard Hospital.

Reports of the benefit Kensingtons and card parties given during the month showed a substantial amount has been added to the treasury.

Des Moines Chapter

The first regular monthly business and social meeting of the Des Moines Chapter of the Chicago, Milwaukee & St. Paul Railway Women's Club, after taking a summer vacation, was held at the home of our Superintendent, Mr. B. F. VanVleet, October 23, 1925.

After the minutes of the last meeting had been read and new business taken up and discussed, the remainder of the afternoon was spent in playing bridge, after which light refreshments were served by the Social Committee.

Everyone who was present reports having spent a very enjoyable afternoon.

The next meeting will be held at the home of Mrs. Wm. Finnicum at 2:30 P. M., November 20th. All members and other eligible for membership are urged to attend.

The Mesdames J. E. O'Brien, Clarence Pond, John Forrester and Rescoe Frazier attended the Get-Together Luncheon held in Chicago, October 31st. All report a fine time.

The regular business and social meeting of the Des Moines Chapter of the C. M. & St. P. Women's Club was held at the home of Mrs. Wm. Finnicum on November 20th.

After the minutes of the last meeting had been read and discussed and new business taken up, the remainder of the afternoon was spent in playing bridge and "500," after which light refreshments were served by the social committee.

Every one reports having had a very enjoyable afternoon.

The next meeting will be held at the home

of Mrs. E. W. Webb at 2:00 P. M., January 29th.

Following is a resolution of sympathy which was extended Mrs. J. S. Flynn.

Perry Chapter

The Perry Chapter had a card party following their November meeting which was held in the evening instead of the regular hour in the afternoon. A nice crowd attended and all enjoyed the evening.

Tacoma Chapter

Mary E. Negley, Historian

The Tacoma Chapter held their election of officers for the coming year in their club rooms in Odd Fellows' Hall, Friday, December 11th. Mrs. D. E. Rossiter was selected to succeed herself by a unanimous vote. Mrs. Chas. F. Negley was chosen for first vice-president; Mrs. Geo. A. Beachwood, second vice-president; Mrs. Olive Swanson, recording secretary; Mrs. Elmer Fowler, treasurer; Miss Jessie Landers, corresponding secretary, and Mrs. Geo. E. Cessford, historian.

A generous response to our President's call for baskets for the needy at Christmas. We also voted to take \$25 from our treasury and spend to relieve the needy at Xmas time.

We close a very successful year under the leadership of our President, both socially and financially.

The Milwaukee Women's Club met at the club rooms in the new Odd Fellows' Temple for a general get together and program, Friday night, November 27th.

Mrs. C. F. Negley, secretary, gave a splendid report of the meeting in Chicago which was very interesting to the club members present. Miss Jane Kirkland played The Rosary by Nevin and The Minuet by Beethoven on her violin, accompanied by her mother, Mrs. F. E. Kirkland. Beverly Jones gave two very appropriate Thanksgiving readings, "Neddies Thanksgiving Visit" and "My Tomicks Got a Pain." Mr. M. A. Seivert, baritone, sang "Perfect Day" and "I Love You Truly," accompanied by Mrs. Sivert, which was so well applauded he had to respond with an encore. A dance duet, "The Treolian," by Misses Margaret Alleman and Mabel Bennett accompanied by Miss Evelyn Husehy was very pretty and received a hearty encore. Mrs. H. W. Williams, soprano, sang "When the Birds Go North" and "Creole Love Song." Mrs. Williams' voice is exceptionally big and well trained and her numbers were beautifully rendered. She was accompanied by Mrs. Walter McHaney.

After the program, which was arranged by Mrs. F. E. Kirkland, chairman of the Program Committee, tables were brought in and cards were played. A light lunch was served in the banquet room and a very pleasant evening was spent.

Mrs. D. E. Rossiter, president, announced the next meeting would be held the second Friday afternoon in the month, December 11th, at which time election of officers would take place, and a large attendance is desired for that meeting.

Aberdeen Chapter

The Women's Club sponsored a dance November 17th, which was held in the waiting room of the station. The music was furnished by the "Merry Makers." There was a very large attendance. Every one had a good time and were anxiously waiting for the next one, which is to be held December 18th.

The club rooms, upstairs in the freight house, have been partitioned off and are ready for the House Committee to furnish.

The regular monthly meeting was held in

the club rooms December 3rd. After all business was completed the Program Committee gave a short program. Six girls from the N. N. I. School gave the play "Going to the Show," which was enjoyed by all.

Wausau Chapter

The activities of the Milwaukee Railway Women's Club have been in full swing. The regular monthly meeting was held at the Business Women's Institute on Tuesday, November 17th. After the meeting, cards were enjoyed and lunch served. On November 28th, a dancing party was held at the Passenger Station which was fairly well attended. Orchestra furnished music from nine to twelve. Sandwiches, hot coffee, ice cream and pop were served during the evening. Everyone who attended reported a good time and are hoping for a similar event to take place in the near future.

One of the most pleasant social affairs given by the Club was the farewell party given in honor of our President, Mrs. P. H. Nee, at the Passenger Station. Mrs. Nee expects to leave soon for her new home at Montevideo, Minn. Christmas trees of various sizes, quantities of fragrant evergreens, huge red bows, Christmas bells and candles transformed the bareness of the station into an attractive setting for the large gathering of Club members. At five hundred, played during the afternoon, favors were awarded Mrs. August Hintz, Mrs. C. H. Conklin, Jr., and Mrs. J. P. Horn. Mrs. Nee was presented with some dinner knives and forks and salad forks. Lunch was served from a long table decorated with miniature Christmas trees and greens. Club members from out of town were Mrs. Wm. Swain, Wisconsin Rapids; Mrs. C. H. Randby, Mmes. Truax, Richard Akey, Elmer Bloomquist, Carl Granholm, George Boehm and Edward Blanchfield. Sincere regret was expressed by the members at the loss of Mrs. Nee. She has been an able and capable worker among the members, bringing out both in a social and welfare way the best efforts of all the members combined for the purpose of doing such work as should be carried on by the Club. Our association with her as the President has been the source of much pleasure to everyone and as she leaves to take up her duties in a new field, we extend to her best wishes and continued success in the future.

Much credit is due Mrs. Oscar Larson, chairman of the Food Sale which took place Saturday, December 5th. Members responded very cheerfully with donations, and the food was sold mainly on its merits, as the Milwaukee Women's Club has the distinction of always serving the most palatable foods, which is evidence that our ladies are first class cooks. The proceeds were used for charity and comforts of those who were ill or in need of sympathy.

Beloit Chapter

In spite of the inclemency of the weather Saturday afternoon, December 5th, one of the most enjoyable and remunerative monthly benefit card parties of the year, which have been sponsored by the Beloit Chapter of the C. M. & St. P. Women's Club, was had.

This party was in charge of the wives of the train dispatchers. Ten tables of bridge and five tables of five hundred were played, the bridge prize going to Mrs. Dewey Rosenthal and the five hundred prize to Mrs. John Doyle.

A fancy dancing program was furnished by little Charlotte Schuster.

Dainty and delicious lunch was served, consisting of sandwiches, pickles, assorted cake and coffee.

Our benefit parties are, indeed, growing in popularity.

A get-together is being planned for New Year's Eve, to be held in the Beloit passenger station.

The dispatchers' wives, members of the Beloit Chapter, with Mrs. Archie Morrissey, chairman, originated a plan to provide funds for buying spoons, cups and servers for the purpose of more conveniently serving refreshments at club meetings and club parties.

They are selling shaves on one large doll, also a colored doll, and have dressed 100 or more dolls of smaller sizes including doll quilts and pillows, which they are planning on disposing of at the dancing party to be given Thursday evening, December 17th, in Corno Hall, to be given by the Railroad Baseball Club.

They are also planning on conducting a doll booth in the Beloit passenger station during Christmas week. The dispatchers are kept pretty busy with their cars waiting on the ladies, distributing the sewing and returning the finished articles to headquarters.

The regular monthly meeting was held in Coach 3179 December 2nd, 7:30 P. M. Mrs. Devlin, president, presided and the annual election of officers took place. Mrs. Jack Collins, chairman of the Nomination Committee, presented the following nominees to fill the various offices for the coming year: President, Mrs. P. E. Devlin; First Vice-President, Mrs. J. Connors; Second Vice-President, Mrs. R. M. Telfers; Recording Secretary, Mrs. Geo. Hannaford; Corresponding Secretary, Mrs. Clara Langtry; Treasurer, Mrs. W. J. Hughes.

These ladies were unanimously elected to their respective offices.

After all matters of business were taken care of, cake and coffee were served by Mrs. T. E. Crago, chairman, and Mrs. Miller and Mrs. Floyd Campbell.

Several of the ladies met at the home of Mrs. Devlin, Monday afternoon, December 14th, to help make bedding, clothing for the children, etc., for the family who were burned out at Shirland, losing all their clothing, household effects and supplies for the winter.

The Shirland members have arranged for a benefit card party to be held at that point on Wednesday, December 16th. Will tell you all about it in the next issue.

Rockford Auxiliary

A card party was held in the old C. M. & St. P. Station on the afternoon of November 18th. Bridge and five hundred were played, the first prize for the bridge players going to Mrs. Devlin and the five hundred prize to Mrs. Stuckey. Refreshments were served. Several of the Beloit ladies were in attendance.

On Saturday evening, November 30th, a box social was held in the C. M. & St. P. Station. They let the gentlemen in on this—as it meant a good feed—and that's the way to their hearts, you know. Mr. Johnson and Mr. Anders arranged for boards and houses, and fixed the tables for the ladies. Mr. Hurley gave them a delightful surprise by connecting up his radio in the building and they wish to express their thanks to him, as the programs, which were picked up were greatly enjoyed. Five hundred was played till the wee small hours.

The first regular business meeting was held the evening of November 9th, at which time committees were appointed, as follows: Ways and Means, Mrs. Dawes and Mrs. Spear; Mutual Benefit, Mrs. Condon and Mrs. J. N. Kelly; Membership, Mrs. Hehir and Mrs. Gregg; Social, Clara Mahoney and Grace

Katancieff; Program, Mrs. J. Campbell and Bernice Suively.

Several of the Beloit ladies also attended this meeting.

Ottumwa Chapter

During the past few weeks the Ways and Means Committee has been working unceasingly towards increasing the treasury of our Club. Mrs. T. H. Kemp has proven a most efficient chairman, and has been ably assisted by Mrs. George Kissinger and Mrs. Lloyd H. Wilson. The proceeds from the Rummage Sale held Saturday, November 14th, amounted to \$31.00. The Benefit Movie at the Strand Theater on November 18th and 19th was a success. Our percentage on the amount of tickets sold amounted to \$50.00. Therefore, we are indebted to the Ways and Means Committee for replenishing our treasury to the amount of \$81.00 during the month of November. From the subscriptions sold to the "Better Homes and Gardens" Magazine, the Club realized \$13.50.

Our Mutual Benefit Committee, Mrs. F. H. Hahn, chairman, is busily engaged at the present time investigating the wants and needs of the less fortunate ones of our Milwaukee family, so we may send them a "bit of cheer" for Christmas. Mrs. Hahn is being assisted in this special work by Mrs. T. H. Kemp and Mrs. M. Reynolds.

A potted plant was sent to each Milwaukee patient at Sunnyslope for Thanksgiving by the Sunshine Club, Mrs. C. L. Stutzman, chairman. Also 28 tickets were donated by various members of the Club to the Orphan's Home, these were admission tickets to the Benefit Movie.

At our meeting on November 27th, the following Nominating Committee was appointed: Representing conductors, Mrs. Dingeman; dispatchers, Mrs. L. H. Wilson; shoppers, Mrs. Clark, B. and B. Department, Mrs. Jao. Evans; Truck Department, Mrs. F. M. Baranowski; engineers, Mrs. T. H. Kemp; firemen, Mrs. Vera Lawson; D. and R. T., Mrs. M. Reynolds; carmen, Mrs. L. D. Smith; clerks, Mrs. C. C. Davis.

Our officers for the new year were elected at our meeting on Friday, December 11th. Mrs. B. F. Hoehn, wife of Superintendent Hoehn, who so successfully filled the office of president during this year, was re-elected to the office. It is impossible to find one more capable and one more popular than Mrs. Hoehn. Not enough praise can be given to her for the wonderful manner in which she has served, and the great amount of time and work she has contributed to the good of the Club. During the first year of our existence we progressed more and accomplished more than anyone had anticipated we would. A good leader is the first requisite of a successful organization, and we have been most fortunate in having a very good one.

Mrs. J. H. Valentine was elected first vice-president; Mrs. T. H. Kemp, second vice-president; Mrs. H. Cogswell, treasurer; Mrs. Vern Lawson, recording secretary; Miss Jerry Long, corresponding secretary; Miss C. M. Gohlmann, historian.

Immediately following the election of officers, a card party and Kensington was held. The Club House was tastefully decorated in keeping with the Christmas season. Tables were placed for bridge and 500, and very delicious refreshments were served during the afternoon. Forty members were present. The committee in charge of the card party consisted of Mrs. Vern Lawson, chairman; Mrs. H. C. Barnard; Mrs. H. M. Clark; Mrs. W. I. Wendell, and Mrs. Frank Barton.

Plans are under way for Open House to be

held at our Club House during the afternoon of New Year's Day. Our entertainment held on January 1st, 1925, was such a success, and so much enjoyed by everyone, that all are looking forward with pleasure to the affair to be given on January 1st, 1926.

Mason City Chapter

Mrs. R. H. James, Historian

The November meeting of the Mason City Chapter was one of our best ones. Mrs. C. S. Christopher presided and much welfare work planned at our business meeting.

The Purchasing Committee, of which Mrs. W. F. Cady is a most efficient chairman, has been unusually active. New dishes were purchased for the Club Rooms and the Club voted to allow the House and Purchasing Committee to buy twelve new card tables, electric stove and silver.

Thirteen new members were reported by Mrs. Roy P. Harmon, chairman of the Membership Committee.

Mrs. H. G. Crow, our welfare chairman, told of many good things being done by her committee. Two of our members families have been visited by death. A beautiful coral pillow was sent to one family by the Club, bearing a satin ribbon on which was inscribed C. M. & St. P. Women's Club. A large basket of lunch was prepared for the other family to take on the train for the children. Many sick calls have been made and cards and letters sent to members. The Club has furnished \$120.00 toward having special medical and surgical attention given to one of our members who was taken to Washington Boulevard Hospital in Chicago for treatment several weeks ago.

After the business meeting, the ladies enjoyed cards and sewing.

At our Christmas meeting, held on the evening of December 17th, over eighty members were present. Due to Mrs. W. F. Cady, chairman of the House and Purchasing Committee and her committee, the rooms were most beautifully and tastefully decorated in Christmas decorations. The large Christmas tree was donated by one of the C. M. & St. P. employees from Rapid City, S. D. It was an all Milwaukee program. The outstanding feature was the piano duet furnished by Eugene L. C. Czepow's daughters, Mrs. Zack and Mrs. Farrer. Beautiful aesthetic dances were given in costume by little Irene Veech. Harold Schide played several very enjoyable flute solos. He was accompanied by Billy Stoddard on the piano. A sextette, composed of Mesdames Foy Walters, George Stevens, C. H. Wiley, Misses Ruth Scott, Marie Fhis and Irma Wilhelm with Mrs. Milton M. Wolverson at the piano, sang several beautiful Christmas songs and lead the Club in singing Christmas carols. Mrs. Hiet Kinney gave a most illuminating talk on the World Court, and extended an invitation to the audience to ask her any questions which they wished and she answered most interestingly and satisfactorily. Mrs. Louis Hendrickson was chairman of the refreshments.

Each member brought a ten cent gift which was put on the Christmas tree. The Club then donated the gifts to all families where there were little children who were in need of Christmas cheer.

Out of town guests for the evening were Mesdames M. M. Graf, M. C. Graf, Johnson and M. A. Hurlow of Canaan.

A big benefit dance has been planned for December 29th. It will take place at the Central Hall and music will be furnished by the well known orchestra, Mac's Serenaders and some special features will be introduced.

President Mrs. C. S. Christopher gave a

(Continued on page 23)

AT HOME

HAZEL M. MERRILL, Editor



Kenneth and Virginia, Children of Yardmaster G. E. Sampson, Bensenville, Ill.



Charlotte, Daughter of Agent E. N. Brown, Woodman, Wisconsin



been chosen with the most perfect regard for simplicity and to be in keeping with the little house and its homey comfort.

Two Pretty Little Dancing Frocks

A dancing frock of black lace may be made up with a gold slip and gold lace godets at either side. A gold flower for the shoulder; and arms and neck openings bound with black satin. Black hose and black satin pumps or hose of gold color with cloth of gold pumps complete a very attractive costume; and one which may be worn by miss or madame.

Another of bright red chiffon with scant skirt and hips tightly bound with a wide folded sari of the same material leaving the ends to hang down at one side, one point allowed to go a couple of inches below the bottom of the skirt. The bodice of this frock is laid in surplice folds leaving a V in front and back, with a gold or silver crush rose on the shoulder. Red stockings and red satin pumps; or hose and pumps and rose matching.

Here is a story to show how one is apt to think his job a bit worse than any other. An Irish woman with many children was preparing dinner on a very warm day, and as time went on, she got crosser and still more cross. When her husband came in, she wheeled around and said: "Here I am all day cooking in this awful heat, and there you are all day working in the nice cool sewer."

Teacher: "Now, Ikie, give me a sentence illustrating the use of the word pencil."

Ikie: "If I don't wear suspenders, mine pants'll come off."

—Virginia Snipser.

Medical student: "How long could I live without brains?"

Professor: "Only time will tell."

There was a young man of the West

Who loved a fair maiden with zest,

So hard did he press her

To make her say: "Yes, sir,"

He broke four cigars in his vest.

—Chicago Daily News.

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

(Continued from page 20)

luncheon for the Club officers' at the Damon-Igour Tea Gardens. Covers were laid for six. Decorations were pink roses and a delicious four course luncheon served.

Officers present were: Mrs. C. S. Christoffer, president; Mrs. H. G. Crow, first vice-president; Mrs. R. H. Jones, second vice-president; Mrs. Robert McClintock, secretary; Mrs. William Johnston, treasurer; Mrs. M. M. Wolverton, corresponding secretary, and Mrs. R. H. Jones, historian.

Through the efforts of our new superintendent, Mr. Wm. Ingraham, our vision of a convenient and modern kitchen in connection with our Club Rooms is soon to materialize.

Mr. John O'Conner's office will be moved into Mr. R. H. Jones', trainmaster's office, and Mr. O'Conner's room converted into a kitchen. Mrs. Ingraham and family recently spent Sunday with Mr. Ingraham here. We were very favorably impressed with Mrs. Ingraham's gracious manner and are looking forward with pleasure to her coming to live with us. She is just overflowing with new ideas and we are thinking she will be quite an acquisition to our Club.

We are pleased to note that one of our members, Mrs. Connors, is recovering nicely from the serious injury which she received at the Tabernacle meetings several weeks ago.

Our sympathy goes out to Mae Logue, who lost her mother since our last meeting.

Dubuque Chapter

Myrtle Bock, Historian

The regular November meeting of Dubuque Chapter was held November 20th. The principal topics of the meeting were relief work and the Christmas party to be given with the proceeds of the minstrel show given November 6th and 7th.

As usual, at the conclusion of business the Program Committee assumed charge. Miss Lucille Theisen, accompanied by Miss Ashworth, sang two songs and Mrs. Marie Parnell Mulroy, accompanied by Miss Georgina Rafferty, rendered two very pleasing selections.

Miss Caverly in charge of St. Therese Home Miss Hildebrand of the Y. W. C. A. and gave very interesting talks in regard to the work done in this city by their respective organizations.

On Monday evening, November 21st, was held the benefit dance for a C., M. & St. P. Ry. employe who has had a long serious illness. Two hundred and seventy-nine dollars was the amount turned over to this family.

On Tuesday, December 1st, forty-eight members of Dubuque Chapter journeyed to Marquette to assist in the organization of a Chapter at that point. Our President, Mrs. W. M. Thurber, acting as organizing officer. The afternoon was devoted to this work and in the evening Dubuque Chapter put on their minstrel show, playing to a full house. Much credit is due the ladies of Marquette Chapter for their assistance in selling tickets.

On December 3rd a meeting of the Board of Managers was held at the home of Mrs. Allen Woodward. Matters of relief work were taken up and at the conclusion of business the Board President presented a gift to Mrs. Schultz, one of its members, who is moving to Perry. Dainty refreshments were served by Mrs. Woodward.

Owing to the regular December meeting

night, falling on December 18th, it was decided to hold the meeting December 4th and the Christmas party December 18th.

Although the weather was very bad, a large number attended the meeting. Among the most interesting reports submitted was that of relief work. Since its organization just one year ago, Dubuque Chapter has given over eight hundred dollars in relief work. This includes cash given in cases of sickness and death, as well as the purchase of provisions, clothing, and fuel.

Miss Lucille Danglemeier, accompanied by Miss Georgina Rafferty, entertained with a couple of songs; Miss Gladys Hartley played a piano solo and Mrs. Barrell gave a very interesting talk on "Interior Decorating," exhibiting pieces of draperies, wall paper and china in illustration of her color schemes.

Dubuque Chapter having been organized one year ago December 4th, Mrs. Keck, chairman of the Program Committee, assisted by Miss Olive Romig, baked a huge birthday cake decorated with pink and white frosting, and put on one tall, pink candle. At the conclusion of the meeting, Mrs. W. M. Thurber, president of the Chapter, cut the birthday cake, which was served with ice cream.

On December 18th Dubuque Chapter is giving a Christmas party in the afternoon for children of Milwaukee employes and in the evening for the grown-up folks. There will be a big Christmas tree, Santa Claus, Christmas goodies and plenty of music.

Saturday, December 19th, Dubuque Chapter Minstrel is going to Bellevue in the hope of adding to their funds for relief work during the winter.

Election of officers will take place next meeting and then plans will be made for activities of the coming year.

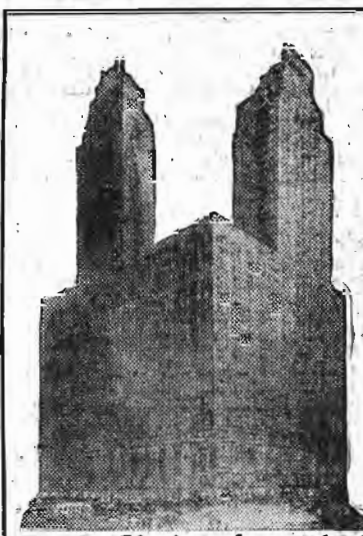
Milwaukee Chapter

The Milwaukee Chapter extends its best wishes for a merry Christmas and a happy and prosperous New Year to all of its members, and to its sister chapters.

A regular meeting of the Milwaukee Chapter was held in the club room on October 17th. The attractive club pin was exhibited and can be purchased from Mrs. Thurber, the club treasurer, for 75c. The Club voted to obtain some book cases, books, pillows, etc., to make the decorations of the club room more complete. It was also voted to meet on the third Monday evening of November and December as a test to determine if this time would be more convenient to the members than Saturday afternoon. After all business had been attended to, Mrs. Radcliffe gave an interesting talk on the League of Federated Women and her travels in Europe.

All members are urgently requested to notify the officers of any change in their address. It has been found upon checking the records that many changes in address have taken place, and in order that the club's records may be complete and correct, the members are asked to advise the officers of any changes.

The election of officers will take place in December and all members are urged to be present.



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The Patterns

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

5301. Ladies' Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 3/4 yards of 40 inch plain material, and one-half yard of contrasting for facing revers, collar, cuffs and vestee as illustrated. Price, 12c.

5329. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size, as shown in the large view, requires 3 3/4 yards of 36 inch crepe or serge, and 1 1/2 yards of satin for the panel and collar facing, cut crosswise. If made without the long sleeve portions, 3 3/4 yards of the crepe or serge are required. The width of the dress at the lower edge is 2 1/2 yards with plaits extended. Price, 12c.

5351-5359. Ladies' Costume.—Jacket blouse 5351 cut in 7 sizes: 34, 36, 38, 40, 42, 44, and 46 inches bust measure. Skirt 5239 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure, with corresponding hip measure, 35, 37, 39, 41, 43, 45 and 47 inches. The width of the skirt at the lower edge with plaits extended is 1 3/4 yards. To make this dress for a 38 inch size requires 4 3/4 yards of 40 inch material with three-eighths yard of contrasting for facing on collar, turnover and hip band. Two separate patterns, 12c for each pattern.

5306. Ladies' Dress with Slender Hips.—Cut in 9 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. As illustrated for a 42 inch size will require 5 yards of 40 inch material with three-fourths yard contrasting cut crosswise, for collar, panel, revers, and sleeve facings. The width of the skirt at lower edge with plaits extended is 3 3/4 yards. Price, 12c.

5350. Juniors' and Misses' Dress.—Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires 2 3/4 yards of 54 inch material and three-eighths yard of contrasting for tie, and for facings on collar and turnover. Price, 12c.

5317. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. As illustrated a 10 year size will require 2 3/4 yards of 36 inch material, and one-fourth yards of contrasting to face collar, cuffs and pocket opening. Price, 12c.

5309. Ladies' Slip.—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 3/4 yards of 36 inch material. Price, 12c.

5314. Girls' Dress.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size made as illustrated in the large view will require 1 1/4 yards of 36 inch material for the guimpe, and 1 3/4 yards for the skirt. If made with short sleeves, the guimpe will require 1 yard. Price, 12c.

5096. Boys' Suit.—Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires 3 3/4 yards of 36 inch material. Price, 12c.

5311. Ladies' Morning Frock.—Cut in 6 sizes: 38, 40, 42, 44, 46 and 48 inches bust measure. A 42 inch size requires 5 yards of 36 inch material, if made with long sleeves. With short sleeves 4 1/2 yards will be required. The width at the foot is 1 3/4 yards. Price, 12c.

5352. Ladies' Blouse.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size made as illustrated in the large view requires 1 3/4 yards of 40 inch striped material and three-eighths yard of plain. Price, 12c.

5300. 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 3/4 yards of 36 inch material. Price, 12c.

Good Things to Eat

Corn Bread. Mix one cup of sifted bread flour; one-half cup yellow corn meal; two level tea-

spoons baking powder; one-half teaspoon salt; and one rounded tablespoon sugar. Stir in one cup of milk; one egg, well beaten; and two tablespoons melted butter or lard. Beat thoroughly and turn into greased pan. Bake in quick oven.

Hungarian Peppercots. Take as many sweet peppers as you have people to serve. For four, cut tops off and scoop out centers of four peppers. One-half pound ground round steak, one-half cup cooked rice; one tablespoon flour; one egg and salt to taste. Fill the pepper shells and boil slowly one and one-half hours in one can of Campbell's tomato soup and one pint of water. The gravy should be quite thick when cooked.

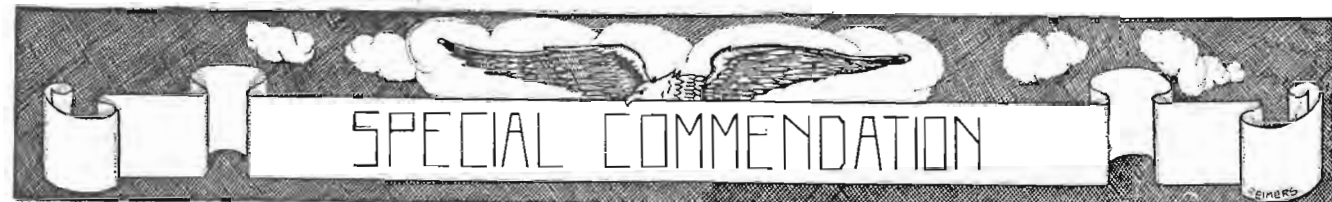
English Cottage Pie. Put the bone of your roast beef on to stew in cold water, with one sliced onion; one sprig of parsley; a stick of celery. Chop the left-over meat and add pepper and salt. Strain the stock and with it, make a brown sauce, using two tablespoons of butter and two table spoons of flour to each cup of liquid. Add the chopped meat, place in deep dish, cover with seasoned mashed potatoes, hav-

ing potatoes one inch thick. Bake until heated through and delicately browned.

English Monkey. One bowl grated cheese; one bowl bread and milk; one egg yolk; one tablespoon butter; one egg white; one teaspoon mustard; salt and pepper. Melt the butter, pour in the cheese and melt; add bread and milk; the egg yolk, beaten, and the other ingredients. Remove from fire and add the beaten egg white. Serve hot on crackers.

Hermits. Cream three cups of sugar with one cup of shortening; add four eggs, well beaten; one pint of flour; one cup of raisins; one cup of nuts; one teaspoon cinnamon; one-half teaspoon nutmeg and another pint of flour. Use a part of this second pint of flour to dredge the fruit and nuts. Then add one-half cup sour milk and one teaspoon soda. Drop from spoon on buttered tins and bake in moderate oven.

Pineapple Punch. One quart water; two cups sugar; two cups shredded pineapple; two cups lemon juice; one cup orange juice. Boil water, sugar and pineapple twenty minutes; add the lemon and orange juice. Cool, strain and dilute if necessary. Makes 24 glasses of punch.



Terre Haute Division conductor W. O. Reynolds, while in charge of extra, east, at 3 A. M. October 26th, discovered a broken rail on main track between south passing track switch and crossing at Humrick. He reported same and repairs were made before the train proceeded.

Car Inspector G. C. Fowler, Terre Haute, while coming south on motor car at 11:10 P. M., October 20th, discovered a broken rail about five poles north of first road crossing north of Yankee Branch. Mr. Fowler reported the matter promptly, thus averting a possible derailment.

Coast Division Brakeman L. J. Morin while inspecting train at Smyrna, Wash., November 6th, found a spring plate and truck springs displaced on car 60477. Prompt action by him probably averted an accident.

Agent Leonard Heinan, Cordova, Ill., while R&SW No. 65 was passing his station at 10:30 P. M., November 7th, in a severe wind and snow storm, discovered two hot boxes and immediately notified the crew as caboose was passing the station. Train was stopped and the necessary attention given to the hot boxes.

Terre Haute Division, Conductor H. F. Ernhart while coming from Bradshaw discovered a broken rail in north bound track and left his dogman to protect Miners' Train, notifying section foreman at Blandford upon arrival at West Clinton.

C. & M. Div. Brakeman Walter Vantine, while off duty and coming from Milwaukee on No. 14 noticed a peculiar sound as No. 3 passed over northbound track at Deerfield. Investigation showed about 12 inches of rail broken out of track. Section foreman was notified and repairs made before further damage had occurred.

On October 28th, LaCrosse Division Engineer Wegener discovered some broken engine parts in the track near Merrill Park and immediately got in touch with the train dispatcher. It was found that engine 8047 at North Milwaukee had safety hanger gone and sandboard down. Another engine was sent and train proceeded without further damage.

Operator W. A. Steinbach, Camp Douglas, on October 23rd, discovered something dragging on No. 263, flagged the train and found brake-beam down.

Crossing watchman Julius Mittelsteadt, while No. 6 was approaching crossing on November 6th, one half mile west of Sparta, saw a team and wagon with driver slowly attempting to cross track ahead of No. 6, although the engine had the whistle open. Acting quickly, Mr. Mittelsteadt succeeded in pulling the team into clear, thus doubtless saving the life of the driver and horses.

Joint express and baggageman R. A. Meisser running on trains 6, 7, 22 and 23 between La Crosse and Jackson, Minn., while on train No. 7, October 26th, felt a jar just east of Hokah, and notified the crew of freight train No. 99, who found a broken rail. Roadmaster Luskow says that he rode passenger train No. 22 on the day in question, but there was no broken rail at that point at 2:30 p. m., so the rail must have failed under train No. 7. Baggage-

man Meisser's alertness in finding the broken rail and notifying the way freight in time to prevent any further trouble is highly commendable.

A Bathing Beauty Thrilled by Ride on the Electric Motor

Miss Evelyn Louise Carman of Seattle who represented Seattle at the Atlantic City Beauty Contest, returning from the east on The Olympian got one of the real thrills of a very thrilling trip, when she climbed into the motor beside engineer Charles Slightam and rode over the Cascades in the big electric. When she arrived at Seattle, she included her wonderful ride over the mountains among the pleasantest of her experiences. "I didn't win the crown of Miss America," Miss Carman said, "but I had a wonderful time."

A Bouquet for Porter Bailey

Recently Mrs. Minnie Maddern Fiske, the noted actress, with her company "The Rivals" made a trip over The Milwaukee and the following acknowledgement of the good service rendered her and her company by Porter Bailey is deserved recognition:

To Mr. L. M. Jones,
Supt. Sleeping Car Dept.

Dear Sir:
May I have the pleasure of expressing our great satisfaction with your porter Clarence Bailey who recently accompanied the Rivals' company for a week on a special coach through the towns in Iowa. Porter Bailey was exceptionally courteous, kind, attentive and efficient and is a distinct credit to your railroad.

Believe me, yours truly,
(Signed) Minnie Maddern Fiske.

U. S. Senator Says Olympian is "The Finest Train"

United States Senator Francis B. Willis of Ohio, after a recent trip to Vancouver, B. C., going via CM&StP to Seattle, wrote the accompanying letter to Traveling Passenger Agent E. J. Wellinghoff at Cincinnati in which he highly commends the train and Milwaukee service:

Dear Mr. Wellinghoff:

I am writing you to express my very great appreciation for the many courtesies shown Mrs. Willis and myself in connection with the recent trip to Vancouver, B. C.

I shall be glad if you will communicate with the proper officials and employees of the Milwaukee Road and extend to them my personal thanks for their many kindnesses.

The Olympian, I think, the finest train on which I have ever been my privilege to ride. Every convenience and courtesy is at hand so as to make the days of the traveler most interesting and pleasant. I had the privilege of riding for about one hundred miles on the great electric engine, which seems to me to be the last word in handling traffic. The scenery along the line of the Milwaukee is unexcelled and all the trip is a delight. I hope I may soon again be privileged to travel over your great railroad.

Assuring you of my personal appreciation,
I am

Very truly yours,
(Signed) Francis B. Willis.

Operator E. C. Anderson, Tower A-20, Northbrook, Ill. no doubt prevented a derailment when he discovered a brake beam down in the middle of Extra 8635, October 31st, and notified Tower A to stop the train.

Missoula Division Employees Commended for Beautifying Grounds Around Company Buildings

The following letter from Assistant Superintendent T. J. Hamilton is a fine tribute to the industry and care displayed in the beautification of the grounds surrounding their buildings.

I wish to commend the Section Foreman at Superior for the manner in which he has taken care of the grounds surrounding the house he lives in. In fact I think Mr. and Mrs. Meats should be commended. It is the most beautiful section house grounds on the Missoula Division and I believe it is worthy of mention in the Milwaukee Magazine.

Also along the same lines wish to commend Chief Sub-Station Operator Callaway for the beautiful display of flowers and lawn about the cottage he occupies.

Would also commend Sub-Station Operators Bennett and Cook at East Portal for the beautiful display of flowers and excellent showing they have made in attempting to grow a lawn, about the cottages they live in, with practically nothing to do it with except seed and perseverance.

Would also commend the three Sub-Station Operators at Tarkio for the excellent showing they have made this summer in growing lawns and the general care about the cottages they live in.

(Signed) T. J. Hamilton.

Praises the Porter

Mrs. Agusta Boynton of the Willing Helpers' Home for Women at Johnstown, N. Y. was a passenger on the Olympian from Seattle, August waukee sleeping car porter moved her to the 21st. and the service rendered her by a Milwaukee following expression of appreciation:

The porter on a sleeper
Is the man I like to praise;
I've seen him showing kindness
In so many different ways.
If for business or for pleasure
O'er the country-side we roam,
He brings comfort to the traveler
When he's far away from home.

He makes life more lightsome,
While you're speeding on a train
It's his home and you're his guest
Whom he likes to entertain.

With courteous acts of kindness
And friendly, kindly smile,
While we ask some little service,
As we speed o'er mile on mile.

Why Not?

In view of the fact that the "Stop, Look and Listen" signs at railroad crossings are not heeded by reckless drivers, a correspondent to the Michigan Public Utility Information Bureau has suggested that the warnings be changed, to-wit:

"Come ahead. You're unimportant."
"Try our engines. They satisfy."
"Don't stop. Nobody will miss you."
"Take a chance. A train can hit you only once."

"Thousands get by safely. You should worry."

"It's all right. There's a doctor around the corner."

ON THE STEEL TRAIL

Chicago Terminals

Guy E. Sampson

Well here we are writing news for 1926 already. Seems as though each year gets shorter than the preceding one. Business in the terminal the last year kept everybody so busy that they did not notice that the time was passing so fast.

About the most important little piece of news for this issue of Terminal Doings was the arrival of a 12 and one-half pound son born December 2nd to Engineer "Lefty" Weiman and wife. Lefty says he doesn't think the youngster will ever be an engineer as his voice is just right for a passenger conductor.

Several changes have taken place within the last month in the Milwaukee official family but the change that interested the terminal employees a great deal was when Mr. Ingraham was promoted to superintendent of the I. and D. Division and moved away to Mason City. W. F. I. had made many friends during his term as assistant superintendent in Chicago Terminals and all wished him the greatest success in his new field. Mr. H. F. Gibson of Perry, Iowa, came to take Mr. Ingraham's place here and we are sure he will find that co-operation is the watchword of all employees here and we welcome him and his family to Chicago.

Some changes in the fuel board gave us back two employees who have been working in the field as fuel supervisors, namely, Floyd Rowan who now is resting on the right side of an I-5 engine and Mr. Pratt who came back in the switchmen's ranks. Mr. Wolf is working in Mr. Snell's department. The boys all say that their few years spent on the fuel committee was certainly an educational period.

General Yardmaster Jas. O'Keefe is fast gaining strength after an attack of pneumonia.

LeRoy Snell is back switching box cars after a month spent at home caused by trying to stop an auto he failed to see coming. Result, a few broken ribs. Roy says he didn't have time to stop, look and listen before the guy bowled him over.

Friends of Mrs. James Coward were grieved to learn that she had passed away at 2 A. M., Friday, November 20th, at the West Side Hospital where she had been since June 10th and where she underwent an operation July 19th. Private room, special nurses and the best medical aid were furnished but all the loving ones could do could not save the life of their dear one. Deceased was an active worker in the Milwaukee Women's Club Chapter No. 3 of which she was a charter member. She leaves to mourn her death her husband, a married daughter, Mrs. C. E. Wilson, two sisters, Mrs. C. A. Harrington and Miss Walter, all of whom were with her as she passed away. Remains were buried at Washington, Ind., beside her parents in Oak Grove Cemetery. Mr. Coward asks that the Magazine express the gratitude he and his family feel for the many kind actions of Milwaukee employees and the beautiful floral offerings they so kindly sent.

The sympathy of all employees is extended to the bereaved ones.

Born to Mr. and Mrs. Thor Kleven on December 10th a little son. Mother and son

doing fine and Thor says that he thinks he will be able to resume work on the Union Street transfer within a week or two. On account of the low viaducts around Union Street, he is afraid, since he became papa, that he will be unable to walk under them without bending over. Queer how the first born makes a young father feel so high in the air. Oh, yes, the cigars were fine. Thanks. Best wishes for the little fellow and his parents.

It is reported that our bashful towerman, Floyd Sullivan, was quietly married to Miss Tillie Pilgram and that they will reside at Bensenville. They are among the most prominent of Bensenville's younger set and all wish them a long and happy life.

Friends and co-workers of Billie Dorgan were shocked recently to hear the news flashing over the wires that Billie, in switching his caboose to the track at Division Street, after finishing a night's work, had slipped and had one of his lower limbs severed between the ankle and the knee. At time of sending these items it is reported that he is getting along fine.

Did you attend the dance given by Milwaukee Women's Club Chapter No. 3 at Bensenville, November 21st? Well, if you did you know that they sure did themselves proud in putting on such a dance. It reminded the road men of the Chicago Terminal, so one of them told us. So crowded and so full of pep that when you got in you couldn't get out and if you got out you couldn't get in. Yes, our Western Avenue and Galewood telephone girls were there and had a wonderful time dancing and meeting face to face employees whom they had only met before on the telephone wire.

Oh, yes, we attended the dedication exercises of the C., M. & St. P. Women's Club Chapter No. 3 new clubhouse at Bensenville, Sunday, December 13th. Club songs were sung, speeches were made and then a lunch was served and all went away feeling that Chapter No. 3 has a way all of their own in making everything they undertake a great success. Long live the club and may No. 3 continue to be the live, wide awake club it has started out to be.

We are sorry to hear that John Wolf may have to use a cane on account of an ailing heel, which is said to be caused by an excessive amount of nicotine in his system. We hope that Mr. Wolf will lay off of the wicked weed and recover soon.

Gust Nylander, truckman at Bensenville Rounhouse since it first opened up, died at his home at Elmwood Park, Ill., on November 27th and was buried on November 30th. We extend our sympathy to the widow and children.

Stanley Kalas, boilermaker helper, is reported on the sick list. We hope that his condition will improve so that he will be back again soon.

Union Street News

Among those occupying their customary boxes at the opera last Tuesday evening were Messrs. Hubert Grambort and Robert Hayes, two of Union Street's most eligible bachelors.

Mr. Grambort was a symphony in green most pleasing to the eye. He wore a loosely cut green suit of a warm tone, striped with grey, a shirt of green and white striping with stiff bosom and stiff self collar, a tie of silver

gray and pastel green stripes, a muffler of sea green, an overcoat of light green with a faint gray overplaid and beaver collar and a brown derby.

Mr. Hayes was attired in a semi-formal ensemble consisting of black and white striped trousers, a white pique vest and a black frock coat. His shirt was of lavender and black checks with false bosom and cuffs while his collar was of the wing variety. He wore a tall silk hat, a pair of light tan shoes with pearl gray spats and white canvas gloves.

Both young men looked strikingly handsome and more than one of the season's debutantes was seen stealing a glance towards their box. No doubt, they were wondering who let them in.

Mr. Henry Stephens had contemplated attending this performance, but being slightly dubious as to the merits of the production, he decided to attend the Haymarket Theater.

All three of the young men were seen later in the evening at Schleizer's Cafe, where an after theater supper of weiner-schnitzel and amschlohem was served.

Several of the working girls from the Union Street office were the guests of Nell Cohen at a dinner and bunco party held at her home November 18th. Hazel Collins, Edna Reiner and Etta Bernstein were the champion bunco artists and they walked away with all the prizes. Etta proved to be a huge success as a Charleston dancer and K. C. Connors did a clog dance.

Ray Hoffman says his girl is so careful that she won't even accompany him on the piano without a chaperon.

Etta, the "pleasingly plump" bill clerk on the switching desk, says the way to be popular with the fellows is to keep them in the dark.

Curtis Epen says clothes used to make the girl—now it's his car.

The Rocky Mountains have nothing on us, Nora. We shake 'em up, too. You ought to come to one of our dances.

For the information of Mr. G. E. Stickler of the Kansas City Division as to Miss Connor's duties as drawback on our football team, we can only say that to fully understand the position one should see Miss Connors in action. By the way Stick, we need a timekeeper. Do you think you could keep your eyes on your watch?

Jimmy Ryan, our latest acquisition to the switching department, has been partially disabled the past few weeks, due to an infected foot caused by a blister. Jimmy asserts the blister was caused while walking home from an automobile ride, however, those who are better acquainted with Mr. Ryan are of the opinion that the injury was caused by one of the numerous games of hop scotch in which he and Jack Mudge frequently indulge in during the noon hour.

Many a man of good solid horse sense hailed from Wisconsin. Likewise, many a dura good mule helped move the logs in that state. Grambort hails from there. God bless him.

In a recent interview, our diminutive and dapper rate clerk, Mr. Michael Ivers, divulged the following: "A rolling stone may not gather much moss, but whoin'll wants to be covered with moss?"

A recent definition of a pessimist was presented to us as "A man who wears both suspenders and a belt." For confirmation, we would refer you to Bob Evans.

It gives us great pleasure to state that after many weeks of sickness, Mr. Bernhardt, our cashier, is once more able to be with us. We are also glad to say that Mose Keogh's return to service may be expected shortly.

Bennie Binford, the Beau-Drummel of the Union Street office, has announced "his intention to 'dolt up,' stand in some prominent place, and let the ladies gaze thus, giving them a treat far in excess of any pleasure that they might derive from some trinket—with a monetary value. Oh, Ben, you son-of-a-gun.

Robert Harcourt Hayes, the Chesterfieldian, young gentleman, who so ably assists in the "destiny of sars," and, who is affectionately referred to as "Rob" by the gentler sex, contemplates spending the Yuletide in the City—where he first saw the light of day through his luminous orbs, saying to all who would listen, that north of Minneapolis there reigns a queen in a village quite small whom he hopes to have safely ensconced in his own marble hall—very soon.

Neither Miss Evelyn Tighe, our charming assistant grain clerk, nor Mr. Binford "Binny" Colquhoun, well known man about town, will confirm the report that they are practicing together with the object of taking part in many of the Charleston contests now being held in various sections of our city. We wish them much luck in their new endeavor.

We understand that Mr. Burns has requisitioned a new typewriter, as the one he now possesses has fallen down sadly on spelling.

Nothing West of Western Avenue Chicago Terminal

Otto B. Short

SIGNS OF THE TIMES

In keeping with the approaching festival, the boys are again giving their right names and doing their telephone grabbing early.

We understand that Joe Burke was accorded an invitation to eat his Xmas dinner in El Paso, Texas. Due to the congestion of mail during that period, Joe figures it would be unwise to leave before New Year's Day. Not running the risk of getting any Cracker Jack caught in his teeth, El Paso papers please copy.

Roy Mills, amateur photographer but none the less cinder-skipper, is now wearing his overalls and relating Southern Pacific tales on the 1 A. M. shift.

His only complaint registered up to our going to press was his inability to find any soft lumber in Bill Griepke's desk. The boys are contributing to a fund to buy the young fellow a pair of pajamas which will relieve them of the task of removing shoe marks six mornings of the week.

Johnny Frana and his collector have been in quest of a flat closer to his place of toil, but that hunting like everything else has its disappointments. The place at Arresian and Austin Aves will not be vacant until May 11th, 1926.

Now that the "Lad" has filled that breach which has to do with a fellow enjoying single blessedness or working eight days a week, he has turned over his theater connections to none other than Bill Hanreddy and Roy Mills. Understand that the boys know all the chorus girls by their first names and are contemplating the peddling of a famous confection at the State-Congress playhouse evenings during the week Xmas to New Year's inclusive.

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

R. E. T.

The outstanding social event in the Milwaukee family at Tacoma for the past month is, of course, the big ball given by the Brotherhood of Railway Clerks on Saturday, December 5th. The magnificent ball of the Shrine Cathedral, at which it was held, was decorated in proper railroad fashion. An engine cab on the stage held part of the orchestra a real semaphore gave signals for the kind of dance that was to come next—red, green and white switchlights denoted waltz and tango, a locomotive bell gave warning and stopping signals for the dancers. The ball was attended by an enormous outpour of guests and so many of our Milwaukee people were there that space would not allow us to mention them all by name. Our readers need no assurance that the Milwaukee girls present for outside any other variety of girls in good looks. There were no wallflowers among the girls attending, some of the Milwaukee men are a bit backward about venturing out on the dance. They will get over it by the next time.

Our newly appointed chief operating officer, Mr. J. T. Gillick, on his first visit to the Coast in his new capacity, also spent some time at Tacoma shops and docks, accompanied by Mr. Bradshaw, general manager and Mr. W. W. Witter, superintendent of the Coast Division. He was warmly greeted by everyone, all being greatly pleased at the well-deserved promotion of so highly popular an official. Mr. Gillick has been with the Milwaukee Road for about forty years and we hope that he may spend the next forty years with us also.

Congratulations are being received by Billy Woodard of the Tacoma Local Freight Office, who rejoices over the birth of an eight pointed boy on November 29th. Mother and child are doing splendidly and Billy is bearing his increased responsibilities manfully.

Wilmor Guttorson (known as Elmer Johnson for short), the good-natured supervisor of yard clerks at Tacoma Yard, was off on a vacation between November 10th and 24th. Rob Shipley and Andy Norwood did most of the work in the meanwhile.

Ray Powell, the tall and handsome elsin clerk at the local office, with Mrs. Powell and the baby, returned from his vacation trip to Los Angeles. He found so much work piled up on his desk that only his six foot six statue enables him to look over the top of it and see the rest of the office. Ray vows that he will never take another vacation at that rate. Otherwise it was pleasant enough and he got no cinders into his eye this time.

Miss Willis Lindsay of the local office returned from a prolonged vacation. Our detective bureau informs us that her heart remained loyal to Tacoma in the meanwhile and that the faithful flyover is again in evidence at the local office about quitting time.

Tom Delle and family, of the local office, are also among the returned vacation pilgrims arriving home December 2nd. They ran into such a succession of hiccups and wavy weather in the Puget and Central states that they were more than pleased to get back to the balmy weather of Puget Sound. Tom has just gone on the comptometer job at this writing, which had been temporarily filled by Keith Williams.

Speaking of balmy weather, this is no make-believe. Sunday, December 6th, the out-of-door temperature was nearly seventy degrees all day. Thanksgiving week your correspondent had ripe raspberries just picked in his garden and in the same garden, as in hundreds of others in Tacoma, there are roses and wisteria blossoms enough in blossom to furnish a suggestion of

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"Long Hours"—a shoe just made especially for men on their feet a lot—a shoe with real wearing qualities—real comfort built into it—

Yes, you should see some of the letters we get daily from your brother railroad men. They tell us these are the finest shoes they've ever worn.

And "Long Hours" is a shoe with unusual wearing qualities. It has two full soles, grain leather insole, Goodyear "Wingfoot" rubber heels, padded leather tongue and leather trimmings. Black is the favorite, but we also have a dressy dark brown. Sizes 6 to 12. M. M. 602—\$7.45.

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Send me \$1.50 with coupon below and I will send you a pair of shoes. If you are not satisfied with the pair for any reason, you can get the money back. (No money back if you have the shoes worn more than 10 days.) I will send you a pair of shoes. If you are not satisfied with the pair for any reason, you can get the money back. (No money back if you have the shoes worn more than 10 days.)

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Wheeling, W. Va.

fresh bouquets for the table. And while we are basking in this lovely climate, we read of howling snow storms and zero (and lower) weather all over the rest of these United States.

We regret having to report that Lester Prescott, clerk to General Yardmaster Rehbeck, has been absent from duty for over two weeks at this writing, due to a serious attack of pneumonia. He is still too weak to return to work, but we are pleased to hear that he is improving rapidly and we hope to welcome his smiling face back again before long.

W. J. (Scotty) Kear, assistant foreman at the docks, had the misfortune to have his new Overland coupe stolen from outside of Dock two the other day. Fortunately the car was found next day on East Eleventh Street, not very far from the docks, where the thieves

had abandoned it at the roadside after having put the engine out of commission. As the insurance covered the necessary repairs, the matter was not as bad as might have been.

Mrs. Waldron, wife of assistant foreman Noah Waldron at Dock two, paid a visit to relatives at Roslyn, near Cle Elum, the first part of December, Noah leading the proverbial dog's life during her absence but brightening up considerably since her return.

Miss Sophie Hansen, of the local office, bid in the twirling desk early in November. R. B. Lowry went on the demurrage desk, vacated by her, for ninety days. Malcolm Wood went on the grave yard shift at the yard office November 16th and Miles Story went on temporarily as chief yard clerk on the same shift, November 20th. Kenneth Alleman has been

appointed industry checker after Oswald Thiele had filled in on the job for two days, then going back on the messenger job.

The B. and B. Department is replacing the decking, stringers and caps on the platform at Dock two and for several days had the dock open just in front of the offices. The dock forces indulged in some fancy acrobatic stunts during this time, getting in and out over narrow stringers and shaky planks, with thirty feet of water underneath. Fortunately, no one slipped.

Mr. Stevenson, division freight agent; Mr. Alleman, agent; Chief Clerk Roy Kidd of Mr. Stevenson's office, and Car Distributor Fred Rasmussen of Superintendent Rossiter's office were among those who attended the meeting of the Pacific Northwest Advisory Board at Seattle December 4th. This body is to furnish a common meeting ground for shippers and railroad officials to deal with traffic problems.

Roy Kidd, the popular chief clerk at the city office, was lucky enough to win a turkey at a raffle the other day. We wish him more of the same about Christmas time.

Mr. and Mrs. Richards of the city office were week end visitors at Elma the other day.

Gregg's Vacation

G. L. R.

I guess the boys would like to hear Of Gregg's vacation trip this year. "Jig" Gregg, who runs the local hack From Council Bluffs to the double track.

He loaded his folks in his Willys-Knight, Stepped on the gas and sped from sight, Bound for Missouri, his old home state, Where the hospitality is something great.

He stopped at St. Joe, for water and gas When they asked for pay, he showed his pass. He forgot that he was not riding a train, Then he paid the bill, and started again.

He reached the end of his journey at last, Where he met his friends, and talked of the past. Friends, new and old, made the time speed away, And he surely enjoyed himself every day.

He was shown a good time all through his stay, Something new was planned almost every day. Sixteen hours every day was almost too short, To visit the folks, and join in the sport.

He went fox hunting, got lost in the chase, He ate green persimmons, which puckered his face. One thing he did, that made every one laugh, He filled out a time slip for time and one-half.

A hoot owl, one day, sitting in a tree high, Cried, "Hoo! hoo! hoo! hoo!" as he passed it by.

"I'm Conductor 'Jig' Gregg, I will have you to know, And the Milwaukee road is the best route to go."

But good times end, wherever you roam, And "Jig" said that he must get started for home. So he loaded his bus, and honked the horn, And started back north for the state, of tall corn.

Without much trouble, a puncture or two, He reached Council Bluffs, his vacation was through. Now he's back on the local, as he works every station, He tells all the agents about his vacation.

M. C. B. Gossip

Lee

The members of the office were very sorry to learn of the death of Emil Polachek. He had been off on a leave of absence for several months on account of ill health, but from reports received we had supposed he was improving. Our deepest sympathy is extended to Mrs. Polachek and his little daughter.

The list of radio fans is growing. Mr. Gilman and Mr. Marshall have radiolas and report wonderful results. Jerry Rosar, August Gehl, and Erwin Weber were able to get Los Angeles on their sets.

It is too bad that Deer Lodge is so far away from Milwaukee because we might otherwise be able to go in a body and hear Lee Murray say "I do." Yes, sometime around the twelfth Lee Murray became a married man. Even if we couldn't hear him swear away his independence, we wish him and Mrs. Murray a long and happy married life.

Captain Murphy was hunting in the wilds of Montana, at least the pictures looked as though the country was wild and woolly. In spite of nearly being snowed in, Captain Murphy was able to get an elk and some very good pictures.

Fred Gregory and Alfred Koch were off several days account illness, but are back on the job again.

Twin City Terminals Happenings

N. A. H.

"You can't scare a locomotive with your automobile horn."

Wedding bells again. This time for Machinist Wm. C. Spafford of South Minneapolis Roundhouse and best wishes from all go to them.

Mr. Harry R. Howard has been appointed fuel supervisor in the Northern District with headquarters at Minneapolis. Everybody is keyed up and will work with Mr. Howard in this fuel conservation and expect that a big saving in coal will be the results.

Among the visitors at Minneapolis in the recent past are Messrs. Geo. Martin, R. W. Anderson, J. E. Bjorkholm and Jas. Elder.

Traveling Engineer Little of La Crosse spent a day around the terminals on business. Roundhouse Foreman John Fleming of Wabasha attended the Car Foremen's Staff Meeting, which was held at Minneapolis.

Business is still good, having dropped off a little in the Terminals but on the River and Duluth divisions there is no change at this writing.

Why is Traveling Engineer F. G. Hemsey so anxious to get back to Montevideo—the banks are safe in Montevideo.

The River Division lost one of their engineers in the passing away of Gregory Lindley, whose death was very sudden and all extend their sympathy to his sister and others.

"The only persons who never make mistakes are those who do nothing."

Rail Rumbles from St. Paul

By Allen

Arthur Peterson is back on the abstracts again after an illness of over three months. Otto Bork followed in his foot steps and is now in the hospital undergoing an operation. We learn he is coming along as well as could be expected.

Mrs. McMillan formerly Miss Hazel Nyberg

is back again with us to help out during the sick and rash spell.

Business sure was good the past year with the addition of Fordson and head of the lakes line, not mentioning some of the new big industries such as Montgomery Ward.

Deer Lodge Notes

Miss Edith Eide is the new clerk in the stores department. Rather young and good looking, but she'll get over the first part of that.

The reason they call Max "Moon" is because he sits so regularly and is usually in his last quarter. The nick name has no reference whatever to that popular beverage known as mountain dew.

Miss Edythe Jeffers, of the stores department at Deer Lodge, and Lee Murray, assistant car lighting engineer of Milwaukee, were married on December 13th. They will make their home in Milwaukee. We hope you Milwaukee folks will be nice to Edythe and we are sure you will like her. We all did and do.

John Lappin is now serving the last year of his apprenticeship at Miles City, to get a little experience on steam. He's got lots of steam, but he wants to learn how to handle it. Johnnie has one bad failing. He's crazy about the ladies.

George Inman and Victor Berryman departed for Milwaukee this month to complete their apprenticeship. George thinks it is going to be fine to be back there where he can live near his wife's relatives. If Mr. Bilty ever sees a sample of Victor's drafting work I think Vic will land a steady job in the mechanical engineer's office, as Victor certainly knows his stuff at a drafting table.

Stationary Engineer Joe Hurst is visiting his daughter, Mrs. Wolmer Hansen, in California. Joe has been fattening up a big goose all fall and became so attached to it that he took it to California with him.

Oris Eide, of the car department, is teaching the Deer Lodge girls how to dance the Charleston.

Carl Olson and Carl Johnson each received a free hair singe last month when a film exploded at a picture show and the flames shot out into the audience.

Bill Rose, Bob Guest and Jim McCaughey are very much interested in Friday night picture shows. Each Friday night free groceries are handed out to certain lucky persons and they usually get their share.

I wish some one from Milwaukee would drop us a line telling us what Jim Patterson is doing back there. We're getting worried about that boy back there in such a big city with no one to look after him. Of course, George is there part of the time, but he couldn't keep track of what Jim was doing every evening.

On Time Line—Kansas City Division

M. F. K.

Many inquiries have been made during the past month concerning the physical fitness of this correspondent's arm. As a word of explanation we would like to say that Miss Catherine Gohman writes the Otumwa Chapter notes which appear on the page devoted to the Women's Club. Through error they were printed with the Kansas City Division items in the November magazine and this correspondent received some sort of mention.

In a recent copy of the Blakesburg Excelsior, the following item was brought to our attention: "A. Tubaug and wife were in Oklahoma Sunday." This was indeed a surprise as we were of the opinion that Adam was a confirmed bachelor and although a bit late, we hasten to offer our congratulations.

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No wonder agents are coining money. Every auto owner wants Beacon-Lites. Sell on sight. Ten second demonstration gets the order. No talking necessary. No competition. No experience needed. Hustlers make \$15 a day for a few hours' easy, pleasant work. Big profit in every order. Business furnishes capital. Phillips, Ont., writes: "Sold 2 dozen today, 3 dozen yesterday. Profit, \$24.00. Rush 10 dozen." Forbes, Minn., says: "Sold goods for 15 years. Nothing equal to Beacon-Lites for quick profits." Start now.

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Central Petroleum Co. 821 CENTURY BLDG. CLEVELAND, O.

Piles Can Be Cured Without Surgery

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

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THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

Mr. William Neary has been appointed Roundhouse Foreman at Ottumwa, Mr. J. L. Brossard having been transferred.

Born to Mr. and Mrs. D. C. Bolton, on December 6th, a daughter. Mr. Bolton is portable freight inspector at Ottumwa.

In order to develop more dependable service with our time freight schedules of the Kansas City Division, it was decided by the management to establish through runs between West Yard at Ottumwa and Coburg, Mo., as it was the prevailing opinion that if this were done, considerable delay could be avoided in the movement of these time freight trains, especially at Laredo. The arrangement was made effective November 20th and has proved a great success. The runs have been so arranged that the assignment is taken care of by five

crews on the east and five on the west divisions and the lay-overs for the crews permit them to be home over two days when the round trip is completed.

The very good increase in business on the Kansas City Division is reflected by the additional train which is being run out of Kansas City at noon each day carrying principally oil for Chicago and northern points, as well as the additional daily train that is being run between West Yard and Cedar Rapids each day.

Mr. T. P. Horton and family spent Thanksgiving Day at the home of Mr. and Mrs. H. L. Cogswell. Mr. Horton was formerly trainmaster at Ottumwa and is now assistant superintendent of the Terre Haute Division.

Former Assistant Division Accountant Henry Bowen spent Thanksgiving in Ottumwa. Mr.

Bowen is now located at Chicago.

Conductor W. H. Leahy was in charge of train 31 recently when an old lady considerably broken in health and very nervous, boarded the train. In some way she had forgotten her bag and when the conductor requested her ticket she became quite nervous. Conductor Leahy showed considerable tact and good heartedness in handling the matter, ascertained her destination and tore a slip for her fare. On arrival at Kansas City he purchased a ticket to Nevada, Mo., which was her destination and gave the old lady a little money for her meals and placed her in charge of the station matron. It seems the old lady is very well known and quite popular and the courtesy extended has made many friends for our railroad.

Miss Ilee Sower, comptometer operator, attended the Notre Dame-Nebraska football game at Lincoln, Thanksgiving Day, and spent the week end with friends.

Miss Katherine Gohman of the chief dispatcher's office, accompanied by Miss Ilee Epperson of the assistant engineer's office went to Cedar Rapids November 26th, from where they drove to Dubuque to visit friends. They witnessed the football game between Columbia and Luther college. Most unfortunately it snowed and they were unable to get back to Cedar Rapids in time to catch their train home, and had to stay over until the next morning. That's all right though, girls, we've tried that too and it isn't often that it really works.

Clyde Ward and Asher Paul Lutz won the Thanksgiving turkeys this year, due, no doubt, to their unusually good behavior.

We are all very much pleased about the new officers of the railroad and feel the New Year will start with a bigger bang than ever this year.

More than 100 shop craftsmen and their guests gathered together in the dining hall of the First Presbyterian Church at Ottumwa, December 3rd, for their annual banquet. General Superintendent E. W. Lollis was the honor guest and made the address of the evening. The meeting was presided over by W. F. Grant of the boilermakers' craft. Guests who spoke were James H. Gottridge of Milwaukee, general chairman of the boilermakers; George T. Peterson of Milwaukee, general chairman of the machinists; John Pelkofer, Milwaukee, general chairman of the blacksmiths; Thomas Kemp, local locomotive engineer; Charles Schl, city commissioner; R. C. Hempstead, master mechanic, Ottumwa; J. H. Valentine, trainmaster; B. F. Hohn, superintendent; O. Westberg, car foreman. Agent J. W. Calvert responded with the following bits of rhyme:

I didn't know 'till late today,
That I'd be here, nor what I'd say.
And since each one has spoke so well,
There's little left for me to tell.

I will say this for J. H. V.,
There's nothing that he doesn't see;
Smoked window panes affect his eyes,
He wants them clear as azure skies.

John Evans says and says it stout,
That nothing ever should wear out;
He'll patch a door with strips of tin,
To save a nail he'll groove it in.

Of E. J. Klahn I shall say this,
A foreign car he'll never miss.
Before low twelve of every day,
He wants them billed and on their way.

Paltynski said when he was here,
That foreign cars from far and near
Were all inspected when they lit,
And always moved as soon as fit.

Ralph Hempstead says and proves it true,

There's nothing that he cannot do.
When weather's cold and runs are long,
He keeps his engines prime and strong.

C. W. Jordan mans the yard,
"The switchmen sometimes call him hard,
For through train work he's "It," you see,
The downtown work is up to me.

For me there's nothing I would say,
Except I'm on the job each day,
To hear complaints and be polite,
And keep things running smooth and right.

A closing word I want to add,
That recent changes made us glad.
We owe them much, and still are owe-n,
Because they left us, Mr. Hohn.

Twin City Terminals Mac

"Many people in ordinary circumstances are millionaires of theirfulness. They make their neighborhood brighter and a better place to live in by their presences; they raise the value of every lot for blocks around."

Friends and co-workers were pleased to hear of the promotion of Mr. W. M. Weidenhammer from general superintendent to the post of special representative in the department of J. T. Gillick, chief operating officer.

Mr. Weidenhammer, who plans a vacation until early spring, will then take up his duties in the capacity of inspector of operations over the entire system. He will continue his headquarters in Minneapolis. His service as general superintendent made him one of the most widely known railroad officials in the Northwest. He will be missed from the terminals for he holds the good will and admiration of all the employees, and all join in wishing him success in his new field.

Mr. C. S. Christoffer, who succeeds Mr. Weidenhammer, was for seven years superintendent of the Chicago Terminals and recently was superintendent of the P. and D. Division. In his new position he will have charge of the divisions in Minnesota, Iowa, North and South Dakota. We extend to Mr. Christoffer a welcome, and hope he will meet with success in his new surroundings.

Fred Ahr of the local freight has resigned his position in the Cashier's Department and accepted one with the Minneapolis Park Board. We all wish him success in his new field.

Mr. Frank Peel is quite seriously ill at his home. We all hope to hear soon of his quick recovery and his presence back on his work in the Cashier's Department.

Mr. Arthur Lundberg was absent from work a few days last month on account of having his tonsils removed.

The Uptown girls of the C., M. & St. P. Ry. Co. entertained the South Minneapolis girls of the railroad at a cootie party December 11th, 1925, in the Club Rooms of the C., M. & St. P. Women's Club, Minneapolis Passenger Station. The Club Rooms, garbed in appropriate festivity, was adequately enhanced by the exterior decoration of the guests. Red and white being the prevailing color scheme.

About 35 guests enrolled. Miss Jennie Goss eight cooties and Miss Gae Mienbaum of the local freight won the first prize for Accounting Department won consolation prize, one cootie. After becoming refreshments were served, came the grand climax of the evening, the raffling of a beautiful twenty-three piece hater tea set, painted by Miss Marie Kohn of the Car Department for the benefit of the

Milwaukee Division of the Railway Business Women's Association. The tea set was won by Mrs. Fred Klepper of Humboldt Avenue, South. Almost every one present had a good time.

Mr. Norman C. Natterstad has accepted a position in Mr. Kennedy's office as tracing clerk, relieving Mr. Glenn Montrose, who found it necessary to take an indefinite leave of absence on account of ill health.

Coast Division C. C. C.

We are sorry to report the serious illness of our night chief dispatcher, Mr. Sam Carlos Whittemore. Mr. Whittemore is in St. Joseph's Hospital, Tacoma.

BULLETIN NO. 501

To All Agents:

Mr. C. M. Owen, popular and efficient agent at Sumner, has been elected president of the Sumner Commercial Club, in recognition of his efforts in behalf of the citizens of that community, and the service rendered through his position as joint agent of this company and the Union Pacific System. Go thou and do likewise.

Mrs. A. E. Long, wife of our A. F. E. clerk, entertained the girls of the superintendent's office at dinner November 19th, in honor of Mrs. A. N. Wyllys of Long Beach, California. After a delicious dinner the girls were entertained looking at boyhood pictures of "Archie." We wish we could show the readers a picture of Archie and his curls. We are sure it would be enjoyed.

Chief Carpenter F. J. Welch presented his family with a fine new radio for Christmas. Mr. Welch has joined the rest of the radio fans. Why not a radio party, F. J., and invite us all up.

Mrs. Richard Wende is leaving soon to spend Christmas with Mr. (Dick) Wende in Chicago.

Little Bobby MacMahon, small daughter of our chief clerk, is visiting in Deer Lodge with her grandmother.

I. and M. Division D. M. W.

Mr. Harry Howard has been appointed fuel supervisor with headquarters at Minneapolis. We are all glad to hear of Harry's promotion, especially the boys on the I. and M. Division.

Now, H. R., is your chance to get even with "Pat," the opportunity has presented itself, go after him.

Conductor Geo. Campbell and wife are planning on leaving for California about January 5th. Mr. and Mrs. Campbell expect to be gone until about the first of April.

We were all sorry to hear of Peter Pauley's injury, but we are pleased to hear that he is getting better and is able to be up and around some. We hope by the time this item gets out that Pete will be entirely recovered and able to perform his good work on the I. and M.

Foreman Roy Smith has returned from the Old Swamp up North and is firing on the main line between Minneapolis and Calmar.

If you want to avoid crossing accidents get a car like Dispatcher H. S. Peck last. (One that won't run.) His car has what they call a silent motor. This item was sent me in the interest of safety first as well as otherwise.

Mr. Mackpole took his winter vacation during December, Dispatcher U. S. Peck relieving him. But says he is going to take his vacations in December after this so he can get his Christmas shopping done.

Items for the next issue will be received until January 10th. Please send in a few. Start the New Year right.

Happy New Year to all.

HERMAN'S SUPER-SERVICE SHOE

For Railroad Men

For men who're on their feet all day—HERMAN'S SUPER-SERVICE POLICE SHOE means new comfort in their work. For this unusual combination of genuine U. S. Army Mitten Leather, double boarded upper, steel, built-in arch support, heavy sole with plain-top rubber heel and genuine Sprague rubber heel, insures "old-shoe" foot comfort and restfulness with rugged service over many months.

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Cured His Rupture

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

STOP Asthma

Choking, Wheezing, Gasping and Short Breath

If you are a sufferer from Choking, Wheezing, Gasping, Asthma, or Catarrh, you will be glad to learn that your suffering can be ended and that you can Sleep Soundly All Night from the very first. I want to send you a full size \$1.00 bottle of Florence Formula absolutely FREE. Users commonly report this size gives great comfort and stops the trouble within twenty-four hours. No obligation—if you are satisfied tell other sufferers—that's all I ask. Write today, and be well again.

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The above letters, when properly arranged, spell the name of a late President. Mail in the correct solution at once and you will be awarded a beautiful building lot, size 20x100 feet, FREE and clear of all encumbrances, in Hollywood Manor, our superb development in New Jersey.

Solve puzzle and mail today with your name and address. This offer expires March 10, 1926. ACT NOW!

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Uptheygo Expanding Cuff Buttons greatest convenience on earth. Reduces laundry bills. Operates automatically when sleeves are raised or lowered without bother. Sells like wildfire. New novel—durable. Something everybody wants. Sample pair \$1.00. Big profits for live agents.

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Sell Craftsman full horsehide gloves direct to wearer. Made especially for Engineers, Firemen, Trainmen, and others. Chance to establish permanent business in spare time. No experience necessary. Easy to sell. Write for particulars.

The Craftsman Glove Company
Dept. 12 South Peoria Street, Chicago

Milwaukee Shops H. W. G.

Happy New Year.
Not much time for items this time.
Engine Dispatcher Joe Roberta and wife start the twentieth for their usual southern winter trip.

Our sympathies go out to Mr. Paul Gray in the death of his good wife who passed away November 20th. Mrs. Gray had been in feeble health for about a year, and not very well for some years before. A whole lot of friends will miss her as will the members of her church, where she so faithfully worked.

Engineer Thos. Devine of Portage, who passed away November 28th, was about the last of the old Lax Division guard of his time.

We acknowledge receipt of a death card from the Albert J. Earling family for Mr. Earling. The Wells Street car line snapped a trolley wire in front of our place the twelfth, flew over, burning a tire of a parked auto. The line was tide up for an hour.

Mr. McMinn called on the fifteenth. He is with the signal equipment.

Dubuque Shops Jingles

Ootic

HAPPY NEW YEAR

One-Nine-Two-Six, how do you do?
We are very glad to welcome you;
Hope you've brought us heap much cheer
And prosperity this brand new year.

One-Nine-Two-Five, you served us fine—
We received from you a very good line
Of good things, but we know this, too,
That whatever credit goes to you

For what you gave—we are full aware,
Each one has given to you his share
Of work, of pleasure, of loss, of gain;
We dealt the measure—you filled the same.

So as we salute you, brand new year,
With wishes for things from far and near,
We know full well we will receive
That alone which we can conceive

To put into our every day—
And if we scatter by the way
Sunshine, gladness and good deeds,
They will return to us—for like seeds

That are planted in fertile ground,
They do take root, and firm, ripe and sound—

We reap at our harvest that which we sowed
When good seed is planted, we are proud of our load.

So let us remember throughout all this year
To choose our seed well and we never need fear

That the reaping will cause us sorrow or pain
If our deeds are all golden—so will be our grain.

River Division

M. M.

A supply of magazines for the month of December were received and the issue was read with interest and most of all, the portrait of Chief Operating Officer James T. Gillick was greatly admired. All the copies were taken as every employee wished to have the issue that contained the picture of a man who is esteemed and admired by every employee and has won this esteem and respect through his benevolent spirit and executive ability as the head of the great railroad that all of us are proud of.

Operator Maloney of Winona has received one of the leading prizes from the St. Paul

Pioneer Press as an effort for his work of selling subscriptions. He won the Hupmobile eight and now we suppose that Mr. Maloney will be taking vacations two and three times a year. Congratulations.

District Boiler Inspector H. J. Wandberg called at Wabasha and made an inspection of the engines at that point. We will forgive Mr. Wandberg for all previous storms that he brought to Wabasha as this year he came and brought mild weather.

Wanted: Beetle hounds. J. W. Blossingham.

We are glad to have Wm. Shiels as operator at Minnesota. He took the place of Jay Christopher.

We have often heard that there was nothing to heredity but now I am fully convinced to that effect. The Milwaukee Sentinel contained an article telling of the wonderful ability of Miss Marion Blossingham, daughter of Trainmaster J. W. Blossingham, as story-teller. The following is part of what they have to say about this fairy-like young lady: "Miss Blossingham, herself, is a good fairy to the children of Milwaukee who have come to know her well as the story lady from the public library. Frequently she tells stories in the nearby schools and during the summer vacation months she visited the parks and playgrounds, amusing the boys and girls." So I have concluded that there is something in being a good talker.

Mr. H. Howard of Austin has been appointed fuel inspector on the River Division to take the place of Mr. F. Rowan, who has gone to Chicago.

Miss Margaret Maher went to Milwaukee to attend the funeral of her aunt the forepart of December.

Captain of Police C. H. Smith has been at Wabasha quite frequently the past month. Also Mr. Taylor and Mr. Dilly have been at Wabasha the past week.

Now if there is anything that will make you feel sort of creepy, it is to turn around and expect to see something pleasant back of you and instead see two detectives right direct in back of you. That is what happened to me this morning. Goodness me, for a minute until you went over your conscience, one would think you were in for it.

Mr. W. H. Gardner of Milwaukee has been at Wabasha the past month installing a washing machine in the roundhouse at that place. Mr. Gardner gave a clear demonstration of how this machine works and instructions given as to how to use it, which are being put into effect.

I understand that Machinist Will Shepherd mailed a letter to Santa Claus at the North Pole and also understand that it was a special asking for an automobile for Christmas. It stated that Santa could drive right up to the door and leave it there and he wasn't particular as to the make for he could fix it up all right; that is, if he could break away from his radio.

Sorry to hear that Fireman Jerry Carroll departed to take the Mamomonic run as fireman. Don't know how the girls will get along without him here, but suppose that he will make new acquaintances and what is our loss is someone else's gain.

District Claim Agent A. Ward has been very busy the past month on the River Division.

Mr. Jerry Carroll, wiper in the roundhouse, has been taking a leave of absence on account of illness. Jerry has sufficiently recovered to be back at the post and is greatly welcomed. We missed you while you were gone, Jerry.

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

Nora B. Dees

Well for goodness sake! Talk about an earthquake, they are painting the inside of our telegraph office. Mr. Rivers just talked and hollered and waved his arms and every one else did too, and now it's going to be so clean you will have to wear all your new clothes to keep up with it. At present, however, Ralph copies train orders sitting under an umbrella while two of the most handsome painters I ever laid eyes on drip buckets full of yellow paint over his head. And new window shades and a new stove. Well, the world is coming to an end and that is all there is to it. I am going to move all my house plants down and Ralph is going to bring over his tea wagon and we will serve—well, something each afternoon.

And right on top of an event that rocked the whole station force—along comes Larry Mack in on fifteen one evening, buys a dollar and a half ticket and goes out on eighteen the sole owner of an automobile, the like of which he never expected to own the license plate for, let alone pay for all the gas it is going to need before he can get it down to Maudlow. This car was owned by the late Mr. Bert Everett, an Olds eight, and was being raffled off by the B. of L. E. and the Masons at this place; and after every one in the country had bought a ticket and danced and eaten supper and waited around breathless with suspense, along comes Larry, steps a few moments in that trick dancing that is the marvel of the whole Rocky Mountain Division, pulls his hand out of his pocket where he put his ticket and draws the car. On with the dance, let joy be unconfined—and he had to ride back to Maudlow on a mere passenger train. Such is life, the rest of us just put on our thousand dollar fur coats and went home; there was nothing left to stay for.

Engineer Mayo and family have returned from a short visit with home folks in Michigan. Engineer Mahone was relieving him while he was away, and Mr. Mahone and wife will spend the Christmas holidays with relatives in Wisconsin.

Conductor Bates and wife have returned from an extensive trip through the East, visiting friends and relatives in Michigan, and Iowa while gone.

Fireman Pink is a visitor in sunny California and says he would like to stay there all winter long. Well, speaking of winter, we haven't had a great deal of it here so far that any one need worry over.

Agent Peacock of Lombard has gone to California for a six weeks' visit with Mrs. Peacock and his daughters there. Mr. Cannon is relieving him at Lombard while he is away.

Mrs. Faithurst, wife of Conductor Fairhurst, has returned from a short visit with her sister in Spokane. Tommy put on a radio party while she was gone that was some party. He says you can't beat one. If the neighbors object to the singing and racket and wonder what on earth you are doing, you can always say it wasn't your party that was making the noise, it was all on the radio. Ralph Spayde tried it, everything went all O. K. till something happened to the motor generator, and he stepped on the gas instead of the brake and the hydroplane got mixed up with the ammeter, etc. Laid up waiting for repairs, last report.

Conductor Donner spent a week with his folks in Washington and is back on the trolley crew again. Conductor Kittle relieved him while he was away.

The Willow Creek station has been closed

on our line and as far as we are concerned there ain't no such place no more. It has for many years been a joint agency with the Northern Pacific. But hereafter will be Northern Pacific only. The work for that station being done by Three Forks and Jefferson Island.

Conductor John Rogers has gone to California for about six months. He is relieved by Conductor John Rice from the Northern Montana Division.

Mr. John Peck, who was quite badly hurt some time ago while working on the section east of Three Forks while loading steel, is up and out again. He has his ankle broken but is getting around on crutches now and hopes to soon be well again.

We regret very much that there was no understanding some way, and the death of the father of Brakeman Greer was a sad loss to the last issue of the Magazine. Mr. Greer was a very good man and we are very glad to hear that although Mr. Greer was called to the home of his father who was very ill and that he improved rapidly and was well on the road to recovery when Mr. Greer returned home. We wish to offer an apology for this mistake and trust Mr. Greer will overlook it this time.

Fireman Chollar and family have moved to Florida, where Chollar says he found there was something going on and he wanted to get right down there and see what it was. He has a hundred or so acres of land right outside of where the big show is and don't suppose we will ever see him pecking a water car again.

We were honored by a fair lady in the month by Mr. Gillick, whose handsome photograph adorns the front page of the current number of the Magazine. He did not stay long at our fair city, but better luck next time.

We are sorry to announce the death of Mrs. Jesse Cook, wife of Conductor Cook of this division, who had been ill for some time at the local hospital. She was well known, having lived both here and Deer Lodge for many years, leaving behind a daughter and son with Mr. Cook to mourn her loss. We offer our deepest sympathy to this family.

La Crosse Division

C. B. Felt

Agent Hancock at Tumbah was recently awarded a new uniform cap by President Hyman when an inspection of the stations and grounds was recently made by several high officials. Mr. Hancock had the distinction of having the newest and best kept station on the division.

Conductor Henry George, better known as "Commodore," has been confined to his home for several weeks on account of a severe backache. Mike McQuency says, "That's nothing, they all get a backache when they get old."

Train Baggageman Lloyd Boyd has been at home for the past month recovering from an attack of pneumonia.

Brakeman Julius Baumgartner, who has been laying off for the past few months with bronchitis, is recovering and will soon return to work.

Some weeks ago officials were conducting tests as to the mental ability of the brakemen and in conducting these tests on our division they found what they thought the dumbest brakeman, and to clearly show his dumbness, one of the officials would lay in the palm of his hand a dime and a nickel and ask him to the brakeman, and the brakeman would always take the nickel and after many tests and much amusement to them, one day one of the men asked him why it was that he took the nickel and not the dime. He said, "Why, if I took the dime they wouldn't do the trick any more."

Sam Cadam, our popular Portage engineer,

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has just returned from a four weeks' vacation and after this long rest he says that he now feels able to again set the pace for the boys on the mail. Sam has been running a switch engine in the Portage yard for the past year so that he could be close to Mama.

Consolidation of Northern and Lax divisions with headquarters at Portage was enacted November 15th, 1925. A. M. K. says the old line is a great money maker and is going on the map from now on.

Clair Capron, in the Portage superintendent's office, took onto himself, a wife on Thanksgiving Day and contemplates specializing on turkey from now on.

Roadmaster John Kelly was quite severely injured about the head while supervising operation of a rail loader work train at Tunnel City, December 5th, due to a rail slipping in the claws of the hoist. He was treated at Tomah Hospital and went to his home at Kilbourn on train 36 the same day, where he is getting along nicely.

Roy (Circus) Young of the Portage superintendent's office, knew all about the consolidation of Lax and Northern divisions far in advance of the official notice but was not aware of the Beaver Dam and Fox Lake loops and the new passing track at Waupun, so when he started out in his Hank, Ford to make an advance tour of inspection of the newly acquired railroad, he failed to call for a pilot with the result that a serious entanglement developed on the loops. Roy don't know what it was all about, but explained to the police officer at Waupun that his Hank was wrong side up and must have gone across lots from the loops before he could stop the god darned thing. Anyway, Roy is convinced that the old line was not built for Fords.

The aged father of Agnes Matke recently died and all who could be released from the office force attended the funeral at Portage. The usual floral offering was in evidence.

Dispatcher W. C. Zimmerman left his old love and transferred to the C. and M. Division when the Lax and Northern divisions consolidation took place, and is now a full fledged C. and M. Division dispatcher. Dispatchers Guyott, Tabbert and Barber are now occupying the trenches in the order named.

Eric Erickson, who is occupying the trenches jointly with Al Klingler, does not appreciate why he should have to stand on any corner in Portage and wait for a street car 45 minutes. He says the service is rotten and it's a boycott with him as far as the street car company is concerned. (The street cars have not run in Portage for seven years.)

Dubuque Division

J. J. Reilly

Up to the present writing we have not experienced any of the severe winter that has been generally forecasted.

None of the reporters have come to the rescue this month, which makes news rather scarce.

Relief Agent M. H. Murphy has taken a month's vacation and he and his wife have taken a trip to the Pacific Coast.

Conductor John Hanley was the victim of a very painful accident last month. In getting off a moving car he lit in such a way that he fractured both heels and it was necessary to take him to Finley Hospital, Dubuque. "Spike" has a host of good friends who sympathize with him in his misfortune, and hope that he will not be confined to the hospital for any great length of time.

C. W. Petters resumed work as agent at Guttenberg last month. Johnnie Degnan has been in charge of the station during the time that Charlie has been laid up, which extended over a year.

The employees of the division are pleased to form the acquaintance of Mr. D. T. Bagnell, who came from Chicago and was appointed trainmaster effective November 15th. He, no doubt, will find the employees on this division as loyal a bunch as will be found any place and with their co-operation he will not experience any difficulty in going over big.

After an illness extending over a period of about a year, the last two months of which were quite serious, Mrs. E. J. Crawford, wife of Chief Dispatcher Crawford, passed away at the family home, 610 Fenlon Place, Dubuque, on Monday morning, November 30th. Mrs. Crawford was born in Guttenberg, July 5th, 1868, and early in life worked on this division as a telegraph operator, during which time she was united in marriage to Mr. Crawford, who was then agent at Clayton.

R. and S. W. Division

Lillian L.

Our friend, Roundhouse Foreman Hannaford at Beloit, has been laid up for the past week. We are glad to see you back on the job, George, but when you go to Milwaukee again you had better get some smoked glasses and non-skid tires. We all thought you were going after Christmas presents, but instead, understand you were greeted with a \$27.50 fine. How about it?

W. H. CROFT
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CHICAGO

The home of Emil Allen, employed on the section at Shirland, was destroyed by fire the latter part of November. Mr. Allen and family had just left for a visit with relatives and did not know of the fire until their return about a week later. Nothing was saved, excepting two or three pieces of furniture. All their clothing, supplies for the winter, etc., being destroyed.

Mr. C. H. Embick, formerly employed as train dispatcher on the R. and S. W. Division, has accepted a position at Sioux City.

We understand Roadmaster Gould is going to take an extended Western trip. Looks kind of "spicious." The West is a pretty good place for a honeymoon.

Machinist Joe Conway is still hanging around the Emergency Hospital, even though Engineer Miller has fully recovered. It seems to be a case of habit now, eh Joe?

Everyone is looking forward to the big dance to be held by the C., M. & St. P. Baseball Team December 17th. We surely hope they will make good, as all they make over fifty dollars is to go to the Mutual Benefit Fund of the Women's Club.

Heine Funk was a Beloit visitor December 1st. He was leaving the next day for Seattle.

Miss Nellie Menhall, stenographer in the master mechanic's office at Beloit, is sporting a new fur coat. Sure is a peach, only she is making Louise jealous. Helen says she wants a big brother, too.

The next time the Women's Club hold a Saturday afternoon card party they are going to call on Chief Dispatcher Pietsch to furnish the coffee, for he surely is a good judge of coffee.

It is understood Miss Louise Flasch is scheduled to do the Charleston at the next Women's Club mixer on New Year's Eve. She says she is practicing every day, but at present it is kind of hard to get the feather edge step—she did not say why!

Mr. and Mrs. Hughes and son Gordon spent Thanksgiving with Mr. Hughes' brother at Elgin.

Mrs. W. B. Carmody, wife of R. and S. W. Conductor Carmody, passed away at the Beloit Hospital on December 14th. She leaves to mourn her loss a husband and two young children, her mother, two sisters and two brothers. Burial was at Luxemburg, Wis., the family home. Mrs. Carmody was a member of the Beloit Chapter of the C., M. & St. P. Women's Club. Our sympathy is extended to the family and friends.

We understand Machinist Ed Ruck and wife will spend their Christmas in the wooden shoe district at Kiel, Wis. Every time he returns from up there he has a new one to tell us. When are you going to move to Beloit for good, Ed?

Our sympathy is extended to Operator Tom Hehir at Rockford in the loss of his father, who passed away at his home in Decatur, Ill., December 4th, after a lingering illness. Mr. Hehir was in the service of the Illinois Central Railroad for 45 years as track foreman and road supervisor. He was retired eight years ago on a pension because of ill health. Mr. Hehir is survived by a wife and ten children.

Harold Pietsch and wife of Reedsburg, Wis., are spending a few days with Dad.

Iowa Division

Ruby Eckman

Engineer Dave Cunningham and wife and daughter went to Florida in November and from Key West to Havana, where they spent five days and had the pleasure of several nice visits with Engineer Jack Ahern, who is on a leave of absence and making his home with his daughter, Mrs. M. McGovern, who has lived in Havana for eight years. Jack is enjoying the best of health and the mild climate of Havana is very much to his liking. He keeps in touch with his many friends on the Iowa Division by reading the Milwaukee Magazine, which is a welcome visitor each month. The Cunningham family had a wonderful trip.

F. Farnham, the newly appointed fuel supervisor on the Iowa Division, and Division Superintendent Flanigan held an interesting series of fuel conservation meetings in Perry the forepart of December. All sessions were well attended.

Edward Bowman and James Bowman, who are employed in the Store Department at Milwaukee, were in Perry December 12th on the sad mission of bringing the remains of their brother Charles to his old home for burial. Charles, who started his railroad career as a call boy at Perry a number of years ago, was killed when struck by an automobile. The family home having been at Perry for many years, the remains were brought to that place for burial in the family burial plot. Mrs. James Bowman accompanied her husband and brother-in-law on the trip.

Assistant Foreman George De Dual of the Perry roundhouse force was called to Milwaukee the forepart of December by the illness of a grandchild.

Conductor A. J. Fuller's wife, while transacting some business at a bank in Perry, found two twenty-dollar bills on a desk in the bank office which had been left there by a Perry real estate dealer. When the money was returned to the owner after he had advertised for it, Mrs. Fuller was offered a liberal reward which she declined as she was glad to restore it to the owner.

Lineman Clyde Hamilton of the Iowa Divi-

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sion crew spent a couple of weeks of November and December with his parents at Milbank, S. D.

The train and engine men working on the West Division have all been going to Omaha recently, as the Union Pacific issued instructions that all employees using their lines into Omaha must be re-examined on their rules.

Engineer Wm. Thompson and Engineer Frank Stapleton, who have been working in Florida, returned home the forepart of December.

Mrs. Herman Kresson and children of Davenport spent a week in Perry as guests at the A. J. Kresson home. Both men are roundhouse foremen for the company.

Sexton Anderson, brother of Sam of the roundhouse force at Perry and Henry of the B. and O. force at Perry, died at his home in Rippey, November 26th.

Leonard Anderson, chief clerk in the Store Department at Mason City, spent several days around Thanksgiving at his home in Perry.

Frank Natzel, who has been farming in South Dakota, came down home to Manilla to spend Thanksgiving. Frank worked in the Track Department for a good many years and plans to go back to the work as soon as there is an opening for him.

Dan Burgess, a section laborer on the Middle Division, was killed at Maxwell November 26th when he stepped in front of an east bound freight train. He had been working on the west bound track and stepped off the track at the approach of a train, not noticing a train coming from the opposite direction. He left a wife and three grown children.

Engineer E. J. Murphy was off duty the forepart of December on account of the death of his brother who was an engineer on the Rock Island and was killed when his engine turned over.

Word from Chicago regarding the condition of Engineer Seymour Brown and Conductor Wm. Simpson, who are at Washington Boulevard Hospital, has been more encouraging recently. Both men had operations on injured legs but are improving now.

Conductor John Searl, who has been sick at a hospital at Iowa City for several weeks, is showing some improvement.

Assistant Superintendent W. L. Schmitz recently appointed to the position at Perry, is now moved and settled in his new home and Mr. H. F. Gibson, who was transferred to the position of assistant superintendent of Chicago Terminals, loaded his household goods December 14th and moved to Bensonville. The Iowa Division folks regretted to see the Gibsons leave but extend a welcome to the new official and his family.

Miss Kathryn Domhan, daughter of Engineer Jack Donahue of Perry, was married November 17th to Raymond Bohrer. They will make their home in Hershey, Cuba, where Mr. Bohrer is employed as an electrical engineer.

James Ross, blacksmith at the Perry roundhouse, had a great trip the latter part of November when he joined a party of Shriners from Des Moines and went into the woods of Minnesota and Wisconsin hunting big game.

Conductor Edward Green, who has been off duty over a year on account of injuries, was marked up on the board again in December.

Dr. White Doctors "Beans"

Bill Mike

Poor "Beans" was very, very sick,
Her tongue was coated, pulse was quick.
She had a fever, then a chill.

In fact, she really was quite ill.
Her mistress put her into bed,

Put ice packs on her fevered head.



Gave her some sips of catnip tea,
And cord for her maternally.
Yet all these things did not avoid,
When household remedies all fail,
'Tis time to call the doctor then,
Or stimulus to lose a citizen.
Now, Dr. White, well vered is he,
And sick dogs are his specialty,
So he was called to diagnose
The case of "Beans"; prescribe a dose.
Or anything that might be done,
To spare this favored little one.
Phil came right over, grip in hand,
Took out a bottle with the brand,
Or "catnip oil" upon its face.
The while he said, "Tis a bad case."
"You'll have to let her down," said he,
"So I can work more carefully."
"I'll give her some of this," he said,
And all the while he scratched his head.
At last he caught a happy thought,
And said, "I guess we really ought
To shake the bottle ere we give
Her a big dose so she will live!
But since she has an awful chill
And shakes with it, I guess it will
Be just as well to let her shake
What catnip oil I'll make her take
As shake the bottle ere we give
Her the dose to her, I'm positive."
So "Beans" got well and Jo Jo knows
Phil's practice has begun to grow.
For it was voiced about the town,
With "Beans" the catnip oil stayed down.
And so you see, at times it's well,
To scratch your head, not rush pell-mell,
At false conclusions, as some do,
But take more time and see it through.

Illinois Division

M. J. S.

Mr. C. E. White, Illinois Division chief timekeeper before entering the Fuel Department as supervisor, has again returned to Savanna and temporarily assigned chief timekeeper of the Illinois Division.

Ethel Bashaw, trainmen's timekeeper, returned to his desk December 7th after a few weeks absence account of illness.

Sympathy is extended to the family of Agent W. M. Robbins, Ontarioville, on account of his death, which occurred December 3rd, after a long illness. Mr. Robbins has been a faithful employee since his entrance in the Milwaukee's service April 28th, 1902, and will be missed by his many friends and co-workers.

Davenport made a Christmas requisition for "two dollies for Freight House." Wonder if Santa supplied them?

Lola (superintendent's office) is giving the Savanna Bakery, instead of Western Union, her car routing messages.

"And the stripes went all around." Tony's new, red sweater. Tony hails from Joliet you know (?).

Ted see he wuz a gudic boy this yere an. that

he hopes Santa Claus won't forget to bring him a whistle.

Sympathy is extended to Mrs. C. L. Jackson and relatives account of the death of her husband, who died from injuries received in a railroad accident at Peoria, Ill., November 30th. Mr. Jackson was employed on the Illinois Division as freight brakeman from August, 1917, to September, 1923, and at the time of his accident was employed as switchman in the Rock Island yards. Funeral services were held at the home of Mrs. Jackson's father, Walter Dyer, C. M. & St. P. baggage man at Savanna Station. Burial was made at the Mt. Carroll, Ill., cemetery.

Savanna Roundhouse News Items

Miss Clarabel Frutchey has returned to work after a week's vacation spent in Milwaukee, and—well, other places too numerous to mention. Oh, how are the folks in Stockton, now?

Rene is all smiles lately—can't decide whether it is because Santa Claus is soon coming, or because he has purchased a new radio, and "we" go radioing every few evenings.

Oh, I just know they are going to ring again—wedding bells, not Christmas chimes. Walter went to see his girl Sunday, and then Monday noon we caught him writing her a letter. And he uses baby blue stationery, too.

Sympathy is extended to Machinists Marion and Soren Lund, on account of the death of their sister, Miss Elsie Lund, which occurred at her home in Sabula, Iowa, on December 4th, 1925.

Mr. W. J. Hogan, assistant roundhouse foreman, has returned to work after a two weeks absence on account of sickness. Since his recovery his nurse is spending several days vacation in Milwaukee.

John: "Do you want this report copied in ink, Clarabel?"

Clarabel: "Oh, pen or ink, it doesn't make any difference."

Illinois Division Engineer Frank Farham has been appointed fuel supervisor on the Illinois and Iowa divisions.

Illinois Division Engineer Walter Aves was married November 16th to Mrs. Ethel Preston at Oregon, Ill. Congratulations are extended.

Chief Clerk J. Mulder has been off duty a couple of days on account of sickness.

Please, friends, please tell me—do red haired girls kiss with their eyes open or shut? One golden haired angel refuses to tell, and Harold of the Store Department is very anxious to know. If anyone can enlighten us, kindly wire at once, as he has been pestering us with the question for the past six months.

S. M., West, Notes

Roy H. Hoffmann

We are sure that you all had a merry Xmas and wish you a happy and prosperous New Year.

The past year has been an eventful one for the Milwaukee. The receivership on March 18th, the earthquake in Montana on June 27th, and the death of former President A. J. Easting at Milwaukee on November 20th are events that can easily be remembered. During the year 1925, however, notable progress has been made, large numbers of new box cars, stock cars, flat cars and other equipment were purchased in order to better handle the company's business. Permission was granted by the Interstate Commerce Commission to operate freight trains over the Northern Pacific tracks from St. Paul to the great port of Duluth, where the majority of the wheat crop is loaded into ships to be sold at Buffalo and the Eastern markets, and where the Milwaukee gets large quantities of its coal for the St. Paul and Minneapolis terminals. Large improvements

are being made in the St. Paul Yards, the New Union Station at Chicago was opened to the public and many other improvements over the entire system were made during the year just closed.

Mr. A. G. Bantly, division freight agent, and W. E. Sinclair, traveling freight agent of Minneapolis, accompanied by their better halves, Mrs. Bantly and Mrs. Sinclair, passed through Madison recently on a tour of the division. We were all glad to see them and hope they will call again soon.

A young fox squirrel has taken a fancy to the little park across from the passenger station at Madison and can be seen taking his daily exercise there any nice day. He is so tame that he will come up to a person's hand and take food that is offered him.

Joe Ashenbrucker, lineman, was injured on November 17th, when his motor car jumped the track between Madison and Huntimer. Mr. Ashenbrucker was knocked unconscious by the force of his fall and was picked up by Roadmaster J. M. Murphy of Sioux Falls, who was also on his way to Madison on a motor car, about 30 minutes after the accident occurred and was taken to the Madison Hospital for treatment. At the present writing Joe is up and around again, and expects to go back to work in a few days. Pete Conboy, who used to work on this division some years ago, is relieving him.

C. Carharlus, car foreman, was called to his former home in Indiana to attend the funeral of his father-in-law at Universal Ind.

Trainmaster R. C. Dodds, of the S. C. and D. Division, with headquarters at Sioux City, paid the dispatcher's and roadmaster's offices at Madison a pleasant call recently. Glad to meet you, Mr. Dodds, call again.

The lunch counter in the passenger station at Jackson has been taken over by Mr. Flinje of Jackson. The lunch counter was formerly operated by Agent H. R. Laugen.

Section Foreman August Korts of Wessington Springs, S. D., was badly injured on the afternoon of November 27th when the rear end of his motor car was hit by an automobile on the state highway crossing just west of Lane. The force of the impact threw Mr. Korts a distance of 83 feet and threw his labors Angel Trifonoff, a distance of 60 feet, according to measurements. Mr. Korts was knocked unconscious and was taken to the hospital at Mitchell on a special train, which was arranged by Superintendent E. A. Meyer. Korts remained unconscious for nearly four days, the fall causing concussion of the brain. The doctors at Mitchell are hopeful for his recovery. Trifonoff has recovered sufficiently to leave the hospital.

Engineer Peck has completed his bungalow and is now enjoying the comforts of his new home at Madison.

Section Foreman Halver Severson of Artesian returned from his hunting trip in the Black Hills recently with a fine deer.

A safety first meeting was held at Madison Thursday evening, December 3rd, in the passenger station. A nice gathering of employees was present and a very successful meeting was the result. Chairman E. J. Holmes of Austin, and Safety First Inspector Crocker of Minneapolis gave short but interesting and instructive talks on safety first practices. The following employees drove to Madison from nearby towns to attend the meeting: Section Foreman Geo. Golden of Egan, Agent Tex Seward of Janes, Agent Beader of Vilas and Agent Wright of Howard. These gentlemen are to be congratulated for their interest in safety first matters. Let our motto for 1926 be safety always.

We have been advised that Conductor Fred

Wagner has a German police dog that is death for criminals. All he has to do is show the dog the guilty party's picture and the dog will get out and get him. This dog would make a good detective.

Leo Klopff and wife are spending a few weeks at Moberge, S. D., with relatives. Mr. Klopff works on the section at Madison.

Wisconsin Valley Division Notes

Lillian

We use this means of extending a merry Christmas and a happy New Year to all employees.

Mrs. Ed Czernanski had the misfortune of slipping on an icy walk and breaking her arm. We trust it will not be necessary for her to be laid up for very long.

Sorrow entered the home of Mr. and Mrs. Frank McCann when their daughter, Mrs. John Sullivan, passed away at her home in Chicago on November 29th, after a short illness. The body was brought to Wausau for burial. The Valley Division employees extend sincere sympathy to the grief stricken family.

The promotion of Mr. P. H. Nee from the Valley Division to the H. and D. Division was received with both regret and pleasure. While we are sorry to see Mr. Nee leaving we hope that he will be very much pleased with his new work as well as being successful. Mr. N. P. Thurber of Milwaukee, who has taken the vacancy left by Mr. Nee, has recently moved his family to Wausau. We welcome Mr. and Mrs. Thurber to our city and hope they will find many things of interest and beauty while making their home in our midst.

Mr. O. H. Olson's daughter has been confined to her home on account of illness.

S. M. East

R. G. E.

Everyone wondered why Chief Clerk Wundrich came to work on the eight o'clock bus one morning and rode the same bus home. Had you been in the office and heard the rip, you would have known the reason for his hurried departure. Evidently his wife held him over her knee while she sewed it up as he reported for work within a very short time.

Chief Carpenter Auge has resigned from his duties on the S. M. Division on account of ill health. His position has been filled by Mr. S. J. Karzeka. Although the S. M. Division hates to see Mr. Auge leave here, we all give Mr. Karzeka a hearty welcome.

Chas. Wolfenbarger and gang have been very busy the past few days remodeling the offices in the Headquarters Building at Austin. The office formerly occupied by Bradford and Campbell will now be used as the dispatchers' office. The old dispatchers' office will be occupied by the chief carpenter and roadmaster, who will move their belongings from Wells. Even our store room has been taken from us and will be transformed into an office to be occupied by the I. and M. Division roadmaster, while his old abode will be occupied by Bradford and Campbell.

We were all very sorry to learn of the sudden illness of Ticket Clerk John Schultz. John is now at the home of his mother in Postville, Iowa, but reports from there are that he is much improved in health and will be able to report for work in a short time.

R. P. McCovern has finished his check of S. M. Division time and is now in Minneapolis checking that terminal.

Leonard Flannery, clerk in the superintendent's office, spent Xmas at the home of his parents in Faith, S. D.

Axel Hanson, a mechanic in the shops at Austin, met with an accident on December 10th. While working a piece of steel flew and pierced

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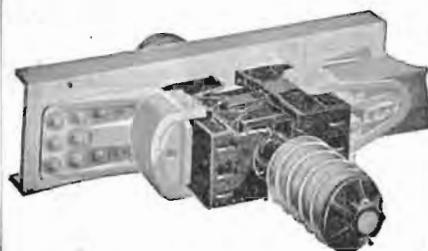
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his left forearm, lodging between the two bones in the forearm. It cut one of the arteries, causing a very free hemorrhage. He was taken to St. Olaf Hospital where an X-ray examination was made, and the piece of steel removed.

Mr. and Mrs. Frank Ryan spent Thanksgiving at the home of Mrs. Ryan's sister at St. Peter, Minn.

J. H. Lathrop stopped at the superintendent's office for a few minutes on November 25th. Jim was enroute to Minneapolis to celebrate Thanksgiving.

Edward Johnston, a mechanic in Austin Shops, had his thumb crushed one morning during the early part of December. He has recovered somewhat from the injury and is now back to work again.

Division Accountant Piper spent Xmas at the home of his parents at Sioux City, Iowa. Inasmuch as Art's trips to Sioux City are getting to be quite frequent, we are inclined to think there must be some attraction other than the reason shown on his pass requests.

Engineer Charles Leighton has returned from Caledonia where he has been at the bedside of his mother, who is now somewhat improved in health.

Earl Jefferson, the newly appointed fuel supervisor on the S. M. Division, spent a few days during the early part of December getting acquainted with the boys at Austin.

Monday, December 7th, the trainmen held their annual election of officers at the K. C. Hall at Austin. The following were elected for the ensuing year: F. A. Goetch, president; H. Heslip, vice-president; H. B. Hinckley, secretary-treasurer; C. A. Hallman, local chairman of grievance committee on the I. and M. Division; Wm. G. Massino, chairman of the grievance committee on the S. M. Division, and H. S. Voorhees delegate to the annual convention with Wm. Pless as alternate. After the meeting the men were surprised by the members of the lady trainmen organization, who had tables spread in the dining room and served a two course lunch. The trainmen colors, red and green, were used for decorations.

Miss Eleanor Moran spent the Xmas holidays at her home in Lancaster, Wis.

The Milwaukee Women's Club will have a 6:30 luncheon in the Y. W. C. A. Rooms on Tuesday, December 15th. Directly after the luncheon a business meeting will be held and this will be followed by a Christmas party for which each lady is requested to bring a 25 cent gift.

Talk about pleasant surprises. On the tenth of December a certain clerk in the superintendent's office had it and he wishes to thank all who helped to bring it about.

Des Moines Division Items

Frenchy

Mrs. J. A. Pope and little daughter leave tonight for Richmond, Va., for a visit with relatives and for the benefit of the health of the little girl.

W. J. Dargan, assistant yardmaster, Chicago, formerly on this division, was seriously injured while on duty in the yards at Chicago Terminals recently. At first his injury was reported as very serious but later reports indicate that he is recovering slowly. His many friends on the division are glad to hear that his injury was no more serious, although serious enough.

Mr. and Mrs. W. H. Ferguson spent Thanksgiving visiting the former's people at Nemaha.

Mr. and Mrs. John Forrester visited friends at Churdan Thanksgiving time.

Miss Bernice Russell was called to Stuart recently by the death of her grandfather.

Dispatcher Ole Olson's little son has been quite ill with pneumonia but is reported out of danger at present.

Mrs. E. A. Taylor and daughter Mary of Ft. Dodge spent the week end of December 12th visiting the family of Mr. Geo. Williams. Mrs. Williams and Mrs. Taylor are sisters.

We regret to announce the death on November 17th of Engineer Wm. B. Moorehead, which occurred very suddenly one evening after he had completed his run for the day. Mr. Moorehead was one of our older engineers and had a great many friends on the road. Mrs. Moorehead has the sympathy of the whole division in her great loss.

Conductor Gifford was telling a good fish story which had its setting at Spirit Lake. It seems, so the story goes, that an old Norwegian 82 years of age and very husky and strong for one of his years, went out one rainy, foggy day last September. He got tired along late in the night or early morning and went to sleep, his reel trailing in the water. After a while a large "muskie" came along and took hold of the line and went out the full length of line and back, jumping or flopping into the end of the boat which, of course, awakened the old fellow who immediately jumped on the fish and held it until other members of the party could help get it captured. This fish weighed about 15 pounds.

The following changes have occurred: Conductor C. V. Shannon is on Conductor Cramer's former run on the branch. Conductor Dan Searles is on Conductor Shannon's old run, 97 and 87, Rockwell City layover. Conductor P. A. Gifford is now running on 35 and 36, which gives him the Sunday layover at his home in Des Moines. Conductor Caskey is now on 33 and 34 with layover at Spirit Lake. Conductor O'Laughlin is now running on 193 and 194, the run he started on when he entered the service.

Dispatcher Corbett and son went to Kansas City recently.

Conductor Cramer made a flying visit to Des Moines recently from his home in Dent, Minn.

Mrs. Deer, widow of former Conductor Deer, died very suddenly December 13th at Lamoni, Kans.

Resolution of Sympathy

Whereas, John S. Flynn in the performance of his duties accidentally met his death on October 15th, 1925; and whereas he served long and faithfully as an employee of the C., M. & St. P. R. R. Co.; and whereas Mrs. Mary Flynn, his wife, survives, and whereas the Milwaukee Women's Club of Des Moines, Iowa, of which Mrs. Flynn is a member, desires to express sympathy, individually and as an organization to Mrs. Mary Flynn; now, therefore, be it resolved that it is the desire of this club to express to Mrs. Mary Flynn the profound sympathy of its members on account of the unfortunate and untimely death of her husband.

Be it further resolved that this resolution be spread upon the minutes of this organization and that a copy thereof be forwarded to the editor of the Milwaukee Magazine. Dated this twentieth day of November, 1925.

From the Banks of the Wabash

Roberta Bair

McMillan & Son, stone people of Bedford, Ind., are making quite an addition to our property by erecting a stone mill 625 feet long and 135 feet in width and opening an extensive quarry on our line near Bedford, Ind. This improvement, when completed, will add considerable revenue to this division.

The Indiana Traffic Club, composed of eastern and southern railways, held a banquet in connection with the traffic meeting, December 10th, at Indianapolis, Ind. Mr. N. A. Ryan, superintendent, and Mr. P. M. Fagan, division freight and passenger agent, attended this meeting as representatives of the C., M. & St. P. Ry.

Mr. F. H. VanEtten attended the annual meeting of the Telegraph and Telephone Section of the American Railway Association, held at New Orleans October 27th, 28th and 29th. Mrs. Van Etten accompanied him. On their return trip, they visited St. Petersburg, Tampa and St. Augustine, Florida.

Conductor M. F. Enhart, on October 4th on extra 7,710, found twelve inches of roll gone, one and one-half miles south of Blandford on northward track. He set air in emergency and left a flagman to protect miners trains and thus, no doubt, prevented a wreck. Such service is worthy of honorable mention.

Mrs. R. M. Blackwell, wife of chief clerk to master mechanic, entertained the present and former lady employees of the Terre Haute offices, at her home on South Seventeenth Street, December 16th, with a Christmas party. The affair was in the nature of a grab bag and each one present gave and received a Christmas parcel of equal value. The rooms were tastefully decorated with holiday decorations and delicious refreshments of sandwiches, jam pudding with whipped cream and coffee were served.

We are glad to report Mr. M. J. Murphy, roadmaster, who has been quite ill, improving. We would like to know just what methods "Tim" Colwell used to get out of cell 13.

We are wondering if Howard Stewart's present anxiety isn't to know who the new computer operator will be, who is to take Fairy Garver's place, and if she is married or single and if someone cannot relieve him of this agony by telling him.

We are all wondering to what extent Marie

Miller, Howard Stewart and Cy Manscom liked "Patsy" at the Grand, December 13th. Latest reports are that the pigeons were molested by Cy's flying hair, "Had's" glaring eyes of excitement, and Marie's laughter. They say the airplane view was wonderful but very little could be heard because of the hum of the motors (pigeons).

Mr. T. P. Horton, assistant superintendent, who is chairman of claim presentation meetings, reported a very interesting case. Took at Terre Haute freight house on May 1st, 1925.

Mr. Charles Weymuth, ladies' business at West Clinton, has been appointed as a new inspector, vice Mr. Madinger. Mrs. C. M. Jacobs, lead boilermaker at Edith, has been transferred to West Clinton as boiler tender.

At a recent party given by Mr. Ed. Norley, roundhouse foreman, during the absence of Mrs. Norley, it is reported that the rooming of that hotel, but public and hymn of Married the Hostler's Daughter, because rather trying on the nerves of the neighbors and it was necessary to call the police to have it stopped.

Mrs. Walters and daughter Helen Ann, wife and child of T. N. Walters, assistant division accountant, left December 27th to spend the winter in Los Angeles.

The girl employees at Hulman Street saw "Blossom Time" at the Grand Opera House November 23rd. Those present were the Misses Alice Church, Christine Hammond, Edith and Jessie Dick, Bonnie Nolan, Eleanor Paris and Mrs. Flossie Waggoner.

Messrs. Brackett and Hase of Chicago held a very instructive meeting with the timekeepers and payroll makers at Terre Haute.

We are very sorry to report the serious illness of Martha Swanson's mother, and we hope that there will be a marked improvement soon.

The Division safety meeting was held at Edith, Ill., November 24th. We wonder if Mr. Pearce arrived safely this time. He missed the train the last time.

Mrs. M. E. Skirvin, secretary to master mechanic, has been entertaining company from Fort Myers, Fla., for the last few weeks.

Mr. Sam Amour, chief clerk to car foreman at Terre Haute, has accepted a position in the trainmaster's office at West Clinton. Good luck, Sammy.

Messrs. McNaney and Rupp of the train rules committee, held a book and rules examination of firemen and brakemen December 9th and 10th at Terre Haute. They report that the men examined were well posted on the book of rules.

Mrs. Corrinan McWilliams has been transferred to Hulman Street from West Clinton Car Department office and Mr. Rickard Welby will take the position vacated by Mrs. McWilliams. Here is a salute to Mrs. McWilliams from the West Clinton bench.

The office force is broken, all move on tender feet.

There's precious little Jokin' Corrinan's at Hulman Street.

Earl's blue and gettin' bluer, his humor is not sweet.

His right place is in the sewer, Corrinan's at Hulman Street.

One hearth fire is avil'd Kie's seldom makes this heat.

Says only "Storm's a brewin'" Corrinan's at Hulman Street.

The lunch all had a meetin', too good to eat a treat.

They send to you this evening, God bless Hulman Street."

Yardmaster G. F. Lundvall says "And on the other hand business is good."

W. C. Glass, storekeeper, Guy Kelley, gym; Fred Dollarhide, roundhouse foreman; G. M. Bain, condy; Snowden Davis, brakeman, and others, have returned from a successful hunting trip down in Martin county. All of these gentlemen are excellent shots, and brought lots of game back with them.

Goodbye to our Thanksgiving and Xmas dinners, and your "goodness, some duck; some chicken; some turkey, but Frank Jolly, Frank Carroll and T. L. Latham stand up and order a little turkey house of your common clubs with you. Have your mother with Joe Wright.

C. L. Schwan, our round clerk and shik, who is here. Who is the little woman, Charlie? Another slump hit West Clinton in November and several of the boys were laid off. Don't happen, they are all back to work soon as a job to push for several months.

In closing we wish every one a real happy Christmas and a prosperous New Year.

Iowa (East) Division and Calmar Line

J. T. Raymond

The Christmas number of the Milwaukee Chronicle with its beautiful and significant illustration on the cover, Mr. Bynum's illuminating address on "Blowing from the Back Seat," Mrs. D. A. A. May reintroducing our old friend McGuffin, and also the articles about the various Women's clubs made a very interesting number and was greatly enjoyed by the employees in this locality.

Agent H. E. Sooley of Greeley was absent 30 days. W. D. Schwan relieving.

Engineer Geo. Greiner is off on an extended vacation. Engineer Mike Carran took the Minneapolis-Davenport passenger run and Engineer "Bob" Strayer the Cedar Rapids-Calmar passenger run.

Trainsman Wallace Shipton was away on a three week vacation. Engineer A. L. Flowers had the Maquoketa-Davenport passenger during Mr. Shipton's absence.

Conductor E. E. Pike is away on his winter vacation. Conductor Thos. Costello relieving.

Mrs. Harry F. Gibson spent several days in Marion visiting friends. Mr. Gibson joined her December 13th and they went to Perry to look after the shipment of their household goods to Chicago.

Mrs. Henry T. Van Worman and Mrs. Willis Jordan went several days early in December visiting Mrs. John F. Briggie at Council Bluffs.

Lloyd Hinch of the assistant engineer's office, Marion, visited his uncle at Muskegon, Mont., expecting to be home last while there. We did not learn the results.

Operator Chas. Welch is on the day job at "88" office, Sevanua, again after several months illness. Everybody is glad to see this accommodating "old time" restored to health and back on the job once more.

General Superintendent E. W. Lottis, A. G. Holt, L. T. Jackson, and Attorney W. J. O'Brien were in Marion and Cedar Rapids December 11th. They met with the Linn County supervisors and county engineer to discuss a proposed overhead bridge at Louisa.

Joseph W. Prior, who has been connected with the assistant engineer's office at Marion for sometime, has been transferred to Mr. Bainbridge's office at Chicago. Mr. Prior's many friends at Marion and on the division, while regretting his departure from our midst, are pleased to note his advancement.

Trainsman L. A. Turner was called to Wausau, Wis., Thursday, December 10th, on account of the death of a sister, Miss Neva Turner. Mr. Turner and family have the deepest sympathy of all on the division in their bereavement.

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Harry Munson of Marion spent a three weeks' vacation visiting in Los Angeles and other coast cities, going via the Santa Fe, taking in the Grand Canyon and returning via Seattle. He attended the National Convention of Civil Engineers at San Francisco and witnessed the football game between Iowa and the University of Southern California.

E. Buckholts has been appointed car foreman at Atkins and has moved his family from Davenport to Marion.

Walter Applegate attended an insurance convention at Des Moines.

Harry F. Gibson, former assistant superintendent Iowa Division, has been transferred to Chicago Terminals. Mr. Gibson is a very likeable man and has made many warm friends on the Iowa Division who regretted his going but wish him a successful career.

Mr. and Mrs. Jay L. Franz were called to Marion to attend the funeral of Mrs. Mary Elizabeth Franz, mother of Mr. Franz, who passed away at her home November 20th. Funeral services were held November 22nd at the Methodist Church.

On December 3rd occurred the death of Mrs. Helen K. Giffen at the home of her youngest daughter, Mrs. Jay L. Franz of Chicago. The remains were brought to Marion for funeral services and interment. Mr. Franz, who is so well known and highly esteemed by the employees on this division, is assured of the heartfelt sympathy of us all for himself and family in their double bereavement.

Reports come in just as notes of the Magazine are being sent to the editor, of the death of Train Baggageman J. P. Cronemiller. This will be sad news to this veteran baggageman's friends. He entered the employ of the company in 1886. We are sorry that more detailed information is not available.

The ladies of the Milwaukee Women's Club of Marion were so well pleased with the wise and energetic direction of the clubs numerous activities during its first year by Mrs. Flanagan as president that they have expressed their satisfaction and appreciation by electing her to succeed herself. She has kept in close touch with the various committees and has greatly endeared herself to the ladies. We judge this from the frequent expressions heard.

The Club begins the New Year with enthusiasm and the prospects are fine for another successful year.

Dynamo Baggageman Ben C. Sears is laying off account sickness. J. G. Larkin relieving in the baggage car on Nos. 7 and 20.

L. E. Morrow, flagman on Nos. 19 and 8, is laying off indefinitely on account of sickness at home.

Conductor F. E. Pike is a little under the weather and taking a little rest. Conductor Thos. Costello relieving on the Maquoketa-Davenport passenger run.

Passenger Brakeman L. R. Curtiss has given up his run on the east end on Nos. 8 and 19 and bumped Brakeman Joe C. Miller off west end Nos. 19 and 8. Joe has taken Curtiss' old job on the east end until he can figure out some better place to light.

Passenger Brakeman O. O. Keckhaefer was called to Freeport, Ill., recently, on account of his mother undergoing a serious operation. Latest reports indicate that the operation was successful and she is getting along nicely.

Passenger Brakeman F. G. Holsinger was laid up a few days with the flu but is again on duty.

Passenger Brakeman H. R. Perrin and wife visited his parent in Marion a few days. M. L. Peterson relieving on the Davenport-Savanna passenger run.

S. A. Parmenter is on the sick list. Phil

Shoup relieving on the day service train, and J. G. Standish on Phil's job on the afternoon service train.

Fullerton Avenue Building

J. T. Griffin

A ring containing several keys has been found and can be obtained by calling at the desk of the correspondent.

Herman Weinstein, freight auditor's office, was riding in his Ford car accompanied by two young ladies and, of course, he was so absorbed in conversation he failed to see the other car until it was too late. Herman has promised to be more careful in future as the mechanic's bill comes high.

M. R. Samp, auditor expenditure's office, visits the freight auditor's office quite regularly during rest period and lunch hour and admits that Peerless tobacco may be beggar's delight, but he sure enjoys it and is well pleased that Grant Miller keeps a good supply on hand. Mike also has his eye on an Ajax car. Why not a Peerless?

H. E. Rottman, freight auditor's office, wishes to announce to his many friends that he has bought a Buick car for \$50.00 (model unknown) and will operate same as common carrier via Fullerton Avenue.

The girls in the "C" bureau of the car accountant's office, had a Thanksgiving party in the Women's Club Rooms, Tuesday evening, November 24th. The hostesses were Arline Stull and Dora Buchholz. The dinner consisted of roast chicken and all the "goodies" that go with it. Games were played and prizes were given to the winners. Songs were played and sung by some of our talented girls, and an introduction of the "Charleson" was given. They had a delightful time and appreciated the fact of having such an advantage as a Women's Club, for the C., M. & St. P. women employees.

On Tuesday, November 18th, 1925, the Theatre Club of the Central Typing Bureau had their regular outing, going to the Amber Pie for dinner and later to the Garrick where it was reported they saw a very good show.

The Club also had a party in the Women's Club Rooms November 20th, having a fine dinner and afterwards playing a few games. Later in the evening Mlle. Reetz went into her usual trance, giving out information with the help of the Spirits about our wild and woolly—past, present and future. Anyone wishing to know their fate, apply Mlle. Reetz.

You say there is nothing new, well you have not traveled through the Overcharge Claims Suspense Bureau lately, or you would have observed the plants of the Sahara Desert on Mr. Westlake and Burns' upper lips, commonly called soup strainers.

One of the girls in Unpaid Overcharge Claims Bureau, remarked about playing poker one Saturday night. When asked whether she won she stated as follows: "I won eight cents. I don't know how much I lost." For further particulars see Dorothy Mohler.

You have heard of wooden pegs and peg legs and Peggy Joyce, of round pegs and square ones, but have you ever heard of a man with a peg in his mouth? Well, listen. This man has been sampling most all the Christmas candies displayed on the fourth floor of our Fullerton Avenue office by various manufacturers and some of these candies had very hard centers. In fact, he did not succeed in masticating all he had taken and carried them to his desk, where some were offered to one of the lady clerks. After trying a few she removed one from her mouth as being too hard for her to track when she noticed that the party who gave her the candy had a peg in his mouth where a tooth had been before. He remembered

then that what he thought was one of those hard center candies slipped from his mouth to the package he brought to his desk, but it must have been the tooth lost, leaving the peg unadorned in his mouth. Earl Kulton has been making several trips to a nearby dentist since this occurred but he shies at hard centers.

The writer of this little piece had lobster salad for supper. Horrors! This is what he dreamt:

Ether Whitney was a haughty Suffragette Lucille Earnheart was smoking a "Camel" cigarette,

Harry Simon had black, straight hair Herbie Gumz sat down without breaking a chair.

Emily Cannon was tall and slender "Zap" had a job as "Pretzel-bender" "Mac" Flemming was without his silly grin And Harry Thomas was fat and had a double chin.

Art Baumgartner was leaving to box Tom Gavin was "boo"-ing the "Sox" T. J. Martin wore the latest style collar, To the "Red Cross," Roy Schiffer gave a dollar.

Johnny Maloney didn't wear "glad rags." And Bob Chessman wore his "Oxford Bags." Agnes Fogelstad stayed home and had no date Catherine Stackpole was reducing to "Three hundred and eight."

Hank Koretke had a bad case of the "gout" And Harry Krumrei was hoarse and couldn't shout.

Catherine May, Deerfield, Ill., of the ticket auditor's office, met Nicholas Wagner, Northfield, Ill., on November 18th, 1922, received an engagement ring December 12th, 1925. Wedding? You see, Catherine, some one has been keeping tab on you according to the date shown above. Congratulations to you both.

The employees in the Computing Bureau, ticket auditor's office, were all glad to see Mary Kelly back to work after her absence on account of an accident.

What is this story we have heard about the turkey bone last Thanksgiving Day? Will Barney Weichard, auditor overcharge claims office, please answer.

Dorothy McFetridge, ticket auditor's office, resigned and will be married in the near future. Her co-workers presented her with a beautiful floor lamp.

Why is Jim Harvey, freight auditor's office, so happy of late. Has she said yes, Jim?

Perhaps Marie Seipp of the Central Typing Bureau can answer the above question? Loads of good wishes.

Margaret McGreevy of the Central Typing Bureau is wearing a diamond on the left hand. Loads of good wishes.

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

Sophie Walker, ticket auditor's office; Florence Hurless, ticket auditor's office; John Furman, auditor overcharge claims; Marie Kaisre, ticket auditor's office; Ernest Stephens, freight auditor's office.

The officers and employees extend sympathy to:

John W. Gisinger, death of father; Geo. J. Alf, death of mother; Lucille Novey, death of mother; Gertrude and Lorretta Farmer, death of brother.

Tacoma Shop Notes

Andy

Hello, folks. Well, here we are again with the usual monthly housework, wondering what the above to write about, and what you can stand a little stepping on. Christmas is not here yet, but by the time you read this, the usual seasonal greetings will be a-ble and. Santa comes in for his yearly greetings. Won-

der if they expect us to wear those ties. They must use that kind of figure for fumigating, etc., et cetera, and so forth, at any rate we wish you all a merry Christmas and a happy and prosperous New Year.

G. O. Mason, that well known store inspector, is now considered a full fledged radio fan, being the proud possessor of the world's smallest receiver. This set receives at any wave length, static has been entirely eliminated, for DX work it is beyond reproach. Ask him to see it, he carries it in his vest pocket.

J. Maloney, the famous midget storekeeper, who is also a first class undertaker and embalmer, has an increase in the family. Correction. The increase was in his cat's family—the stork brought four kittens, of the well known tiger variety. Now Midge will have to increase the size of his lunch to provide for the additional boarders.

"Static," our long wave messenger, revisited the other day what we would term a misanthropic hamper, at the hands of our official bouncer, "Wiggy." This process may seem rather cruel, but it had to be done in order to tame the beast, and believe me, he sure came out clean, and what's more, he's been a good boy ever since.

Advice has been received to the effect that Robert Galloway (Scotty), who was formerly employed at the shops, and a well known figure at the Mountain View Hotel, passed away recently.

Messrs. Cline and Rosenberg made a trip of inspection to the shops at Portland in the interest of scheduling locomotives through shop.

We also have the report that Francis Adams, erstwhile machinist apprentice, now located at Brainerd, has entered matrimonial felix. On December 3rd, a marriage ceremony was performed uniting him in marriage to Miss Ruth Mills. Miss Mills is a sister to Machinist Apprentice Glen Mills. We all extend to the couple our congratulations and best wishes.

The Milwaukee Family desire to express their heart-felt sympathies to those left to mourn the following persons who have passed away recently: Sam Byrne, machinist helpers Mrs. Wm. McLaughlin, wife of our Derrick Foreman, Big Barker Bill; Mrs. W. L. Curtis, wife of our Upholsterer; Miss King, daughter of Storeman helper, and Fred Schuler, machinist helper.

The Clerks' dance held at the Scottish Rite Temple, on December 5th, proved to be a roaring success. All the fancy steppers were there.

G. O. Items

Vila

Oh! how we did enjoy those oranges Mr. Ordaz, and we sincerely hope you will always have close relations to Florida, especially during the orange season.

Any day now we expect his hair to turn curly. Don't know just how this is going to be accomplished, but George is looking forward anxiously to the time he will be 21. He fully expects to have wavy locks by that time. We thought the days of miracles were over.

Mr. Geo. L. Walter is the happy grandfather of a dear baby girl born December 14th. Congratulations are extended to the baby's parents through the Magazine.

Miss Dorothy Shaulberg was one of the winners in a contest to name the new station on the Milwaukee and North Shore Electric. Mollie Munro was the name and which brought her hundred.

Miss Hazel Merrill has just left for Miami, where we know she will have a most enjoyable vacation, and get away from a lot of cold weather. If she and Mary (Mile a

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Minute) don't talk too much, she might have time to take a trip to Cuba.

Mr. Pryor has returned to dear old Chi after his sojourn in Iowa, and is now located in Mr. Bainbridge's office. We are all mighty glad to have him with us again.

Miss Sima spent the Christmas season with her parents in Wisconsin. What could be more enjoyable?

Miss Joe Nesale, formerly of the general manager's office, is now located in Dr. Boufford's office, and Joe's position is filled by Mrs. Henry Bowen. Best wishes to the girls in their new positions.

Have you seen how nice the Mall Room looks? Mr. Carlton is all smiles and as proud as he can be of it.

Miss Winifred Higgins of the Passenger Traffic Department has gone to New York for her vacation. Don't know if she plans on seeing the whole state of New York or just New York City. She did mention something about Lake Placid and, no doubt, she is cutting a dash (and perhaps a few stars) on the ice at Lake Placid.

You would think this was a mid-summer issue when you read of all these vacations. Mr. Knuth, of Mr. Jackson's staff, is away at present and we hope he had a nice vacation. Skating are requested to meet Miss Amundsen.

All those who wish instruction in fancy skating on the pond adjacent to our right of way at Potomac Avenue any evening between 8 and 10 o'clock. No charges.

Mr. Arnold J. Wolff, who resides in Elgin, Ill. was married on Saturday, September 19th, 1925, to Miss Beatrice Ozmert also from the dear little town of Elgin, Ill. They spent their honeymoon in Patterson, New Jersey with Mrs. A. J. Wolff's brother. Arnold was seen on State Street looking at the 1926 cabs.

Mr. Ernest Krimbrink was seen riding around in one of Henry Ford's new cars with a flock of wild women, this boy needs watching.

Manley J. Stend is getting to be quite a ladies man here of late, for we see him riding with a certain young lady morning and night. Manley tells us all about her.

R. A. Johnson was seen roaming around the Monroe St. bridge looking down at the river stream. Rubie the boys would like to know what you are looking for.

Sioux City and Dakota Division H. B. Olsen

Miss Ethel Jacobs, assistant cashier, Sioux Falls Freight, spent a week in Chicago visiting Miss Marian Smith.

Conductor Fred Cummings now has a new idea of how to start his Moon car on cold mornings and although the idea is a simple one, it's not at all practical, Fred. This business of using distilled water instead of gasoline may be all right for "moonshine" but not for a "Moon" car.

We often wonder why Conductor Charles Dyer is so attentive around Manila, some unseen reasons we know, but he always looks his best and has that extra smile while around there.

Miss Helen Flynn came in the office not long ago, and smiled several times, exclaiming: "I smell old rags burning." Charley Bartels was seen to surreptitiously hide his cigar. 'Nuf said.

Dispatcher C. H. Embick, formerly of the R. and S. W. Division, has accepted the position of dispatcher at Sioux City, made vacant by the resignation of H. L. Hoskin.

E. M. Inausson, operator, Mapleton, Iowa, alias "Ike," is sporting a new Ford touring, losing both license plates the first day, but he is "getting by."

Mrs. R. J. Wilson, wife of custodian at Henkin, S. D., made a brief visit with Agent Harry Brann and family at Fairview last week.

Dispatcher Gorman came down to work one night not long ago with lip stick smeared on his cheek. We always thought that cosmetic was to be applied to the mouth, Jimmy?

The Sioux City Chapter of the Women's Club gave a masquerade on December 9th. One of the largest halls in the city was rented for the occasion and it was packed almost beyond capacity. Eddie Bunt's orchestra furnished the music and judging from the comments since that night every one had a wonderful time.

Division Accountant Osthoff, still on the fruit and vegetable diet, is continuing to lose weight. If Apollo were alive today, Al would give him some pretty strong competition.

Agent Charles Simpa, Mapleton, spent the week end with friends at Jefferson, S. D.

Our sympathy is extended to Agent Harry E. Brann, at Fairview, in the death of his mother at Houston, Minn.

Mr. Olaf J. Olson has been appointed custodian at Beloit, Iowa. Mr. Schoenauer has accepted the position as baggageman at Canton, S. D., who was former custodian at Beloit.

Agent H. J. Brown, Hawarden, has been making extensive trips to Sioux Falls of late. We cannot understand what this is all about.

On December 11th, the Railway Employees Progressive Club held its second birthday entertainment and party. A very extensive program was enjoyed by nearly three hundred railway employees and their families. After the entertainment the entire party was treated to birthday cake and coffee. Dancing completed the evening's entertainment.

Trainmaster R. C. Dodds has been over the division, making acquaintances and ere! this we believe he feels quite at home on this good old S. C. and D. Division.

Engineer Al Copley came nearly missing the street car at Riverside the other morning, but luckily a little "trolley" trouble allowed him to get aboard. How about this, Al!

Passenger brakeman Chester Belknap now comes out all spic and span, new uniform, cap and shoes.

Roundhouse Foreman P. Forsberg, Sioux Falls, decided that South Dakota's chilly wintery breezes called for a closed car, so he traded in the old boat for a nice Old's sedan. Now Gilbert Lion thinks he, too, should do some "swapping."

City Checker "Dad" Parr spent a few days with friends in Cedar Rapids, Iowa, last week. "Dad" does not take many vacations and says he thoroughly enjoyed the trip.

The Sioux Falls Chapter of the Women's Club will have a new club house. Preparations are now under way whereby one will be built on Sixth Street near the roundhouse. Two box car bodies set opposite and a bungalow roof will, no doubt, make a very comfortable meeting place and George Francis, coal heaver, has placed his application for the position as janitor. George says he will gladly do this in addition to his regular duties.

Take your empty stamp pad ink bottle and pour water in it, leaving the brush in the bottle, you will have some fine writing fluid.

Sweep, sweep, sweep, hustle and dig and grub. Sweep, sweep, sweep, and the broom worn down to a stub, for all day long and every day it's safety first on the Milwaukee.

Yardmaster Oxlie, West Yard, has purchased a fine new Ford sedan and he says his wife is known as "Barney Oldfield" No. 2.

The October Safety First meeting which was held at West Yard, Sioux City, was the largest attended in Sioux City for some time. The meeting was held immediately after the lunch

hour and many of the employees who could not otherwise attend were able to do so at that time.

Fireman Carl Hemmes is right there and over when it comes to "picturing" delays on the line, he has drawn a cartoon in a case where 8096 east was delayed account stock on the track, showing the whole crew out chasing stock. His cartoon will appear in time in this magazine.

Many of the boys who went pheasant hunting got their limit in a short time. Opr. Lovejoy went over near Forestburg and did his stuff and donated a fine bird to "ve scribe" and believe us it was surely fine. Opr. Muenich at Elk Point caught one alive. That's going some, but it was a fact, however.

Mrs. J. R. Bankson, Mrs. A. B. Main, Mrs. T. P. Cavanaugh and Mrs. Ray Hunter, all of Sioux Falls, attended the Women's Club banquet at Chicago and were most enjoyably entertained by the General chapter.

Engineer Fred Thomas has returned from his apple ranch in White Salmon, Wash., and will resume work at Sioux Falls in the switching service until another apple crop is ready to harvest.

Engineer Bill Bowers favorite engine, the 2351, has been fully overhauled and is back in service after going through the fire at the Sioux City roundhouse. "Bill" says he would love to get his old iron horse back as it's one of the best on the system.

Having some very important cases in municipal court to decide, Engine Foreman Ray Hunter was drawn as a jurymen because of Ray's good judgment it was figured every one would get a square deal.

George Francis, coal heaver, Sioux Falls, is working on a speech for the next SAFETY FIRST meeting and promises to give the bunch a few startling facts. He practices it several times each day.

Condr. Fred Cummings promises that if he is in Sioux Falls when the next Progress Club dance is held, he will instruct those who wish, the steps in the "Charleston." Condr. Bo Schenck also says he believes he too can give some assistance.

Kenneth Small, son of Condr. Bert Small, who has been working in the Sioux City baggage room for the past year, has gone to Chicago where he will enter the Chicago University and take a course in commercial and financial training.

Madison Division Grace and Louise

The one appointed to receive the items of news for this division sent notices to different points requesting items, but only a few have come in up to the time limit, and we must

forward what we have and take it for granted that some of our men sent their contributions direct to the Magazine. We hope they did. If not, our news column will be very short this month.

For the past two weeks or more No. 93 has been getting out of Milwaukee very late, due, it is said, to the fact that since Bob Rathbun has purchased a good radio set, the callers dare not disturb him while he is listening in to the early morning sermon from Patagonia. No. 93 cannot leave short-handed, of course.

W. P. Roberts, agent, North Prairie, was obliged to lay off several days during December, due to the serious illness of his mother. He was relieved by W. C. Olson, whose trick at Eagle was abolished, due to the trucks and auto buses cutting in on our business at that point. "Bill" says there is no lack of business around North Prairie, however.

When these items are read you, no doubt, have given away for Christmas some of the beautiful articles you received last year that you could make no use of.

Roundhouse Foreman C. L. Iotte has been doing some extensive cleaning up around the roundhouse and engine room. Got the engine room decorated like a Christmas tree.

One of our old reliable compounds, the No. 4206, which has been assigned to the Madison Division for a great many years, came back an early 1926 model "Superheater," now called the 2765. She just paid us a visit as this engine has gone to the L. and M. Division, where she goes into passenger service.

Machinist Oswald Hansen of the Madison Roundhouse has taken a short leave of absence. "Ossie" intends to try his luck as a salesman selling and installing pneumatic garage door openers. We wish you all kinds of luck, "Ossie."

Evelyn Iotte, second oldest daughter of Roundhouse Foreman C. L. Iotte, who was operated on for appendicitis, is now up and around in a wheel chair. With this nice skating weather, it is hard to keep Evelyn in the hospital as sick as she is.

Mrs. Grace Swalski, timekeeper in the Locomotive Department, spent Xmas at Ripon, her old home town.

A very progressive movement and one worthy of commendation has been started by several of the roundhouse mechanics at Madison. The motor bus question is one that warrants a great deal of thought and study. In view of the inroads that have been made in the revenue of the railroads, it behooves us, as railroad employees, to take some action. There has been a great deal of agitation throughout the country by employees to have people ship by rail and ride by rail, but it does not seem to help a great deal. We get promises and



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**Economy Com-
bustion Chambers**

that is about all, so there will have to be some other plan inaugurated whereby we can cope with the situation and get results.

Direct competition is really the only logical way that we can see, that is, wherever buses are in operation and have really cut into the revenue so as to compel the railroads to operate at a loss, we should also run buses, not on the rails, but on the public highways.

It is an indisputable fact that buses have come to stay. One reason is its convenience to the public and it is along the line of advancement in the means of transportation.

We believe that if a campaign of education was started among the employees of the railroads, that is, to the extent of maintaining and the overhauling of gasoline propelled vehicles in all branches, it will be a step forward. Foresight will have to be used so that when the time comes for the addition of this method of transportation the change can be made without confusion or disruption in this great railway organization.

In view of the foregoing, a course in automotive electricity is being taken at the University Extension Division. This deals with repairing of batteries, starters, motors, generators and their appurtenances. The men taking these courses are Boilermakers J. Hartnett, T. Crimmins and Main Boilermaker L. Miller. Machinists J. Willison, F. Olinger, T. Pudester, T. Tuft, R. Brayton and Main Machinist L. A. DuBois.

A man is something that can see a pretty ankle three blocks away while driving a motor car in a crowded city street, but fails to notice in the wide, open county side the approach of a locomotive the size of a school-house accompanied by a flock of 42 box cars.

What's material to "Walt" Freebern is immaterial to us. We must get the goods.

There is one thing certain these days, that clothes lines are not breaking down because women's clothes are pinned thereon.

Mr. Alfred Johnson, former roundhouse foreman at Madison and who is now located at Albany, N. Y., was called recently to Tomahawk by the death of his father. We extend our sympathy.

Boy: "Pa, what is an echo?"

Pa: "It is the only thing that keeps women from having the last word."

Louie DeLorimer doesn't take much stock in automobiles and buses. Give him the new steel, a clear cold night, and he'll show 'em.

Morris Carroll, our genial west-end passenger conductor, has regained his usual good health and spirits.

It is very evident that freight trains are too slow for trainmaster Beerman; that is, for riding purposes.

Joe Fox, Joe Blazek, and Joe Pratt are agitating a Joseph organization.

That reminds us, we were wondering if Mr. Pratt was going to run for office during the next senatorial campaign.

Dick Holly says the water dogs are not biting very good, so you fellows who are looking for a mess of fish will have to keep cool.

"IX" Homewood is the busy man on the west end. He has all the work to do.

Ed DeLong, our local lineman, thinks our dog laws should be revised at the next session of the legislature. He arrived at this conclusion after meeting a dog head-on, with his motor car. The dog involved was of the slow

moving German type—long wheel base, commonly used in the pursuit of rabbits. Ed proposes a law that will compel dogs to stop, look and listen before starting down the track ahead of a busy lineman on a motor car; or a law which will gear up rabbit dogs to a speed in excess of our best motor cars.

Aberdeen Division Notes

The correspondent is at the present time laid up with a severe attack of the flu. We hope to see you around again soon, Neva.

The Women's Club gave their second dance of the season in the station waiting room on the evening of December 18th. If they have a larger attendance than the first dance, the four walls will have to be moved out several feet. It is estimated that there were between 450 and 500 in attendance at the first dance which was given on the evening of November 18th. Regardless of the crowd, every one had a very good time and are looking forward to future dances. The novelty of dancing in the waiting room attracted quite a number of people. The ladies were assisted by a number of the men employees who looked after some of the minor details. They have been assigned the upper floor in the freight office for club rooms and they are being fixed up in very tasty fashion.

Miss Viola Diestler, former stenographer in the superintendent's office, became Mrs. Jay Goggin on November 23rd. Congratulations. Mr. and Mrs. Goggin, after a honeymoon in Chicago, will be at home after December 10th at Stillwater, Minn.

Chief Carpenter McCarthy is very fond of dumb animals. Some time ago, a poor scraggly and dirty cat came to the station and Mc. took it home. After being given a bath and a good feed, the cat ran away. Better luck next time, Mc.

Mr. E. L. Grantham entertained a group of friends at his home on the evening of December 7th. Bridge was played at three tables while all enjoyed a real radio program. A real enjoyable time was in store for all and we hope that you will put on another party soon, Ed.



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Chicago; Seattle.
Gas Tank Recharging Co.,
Milwaukee.

Alcohol

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Anti-Rail Creepers

P. & M. Co., Chicago.

Axles, Car and Locomotive

Baldwin Locomotive Works,
Philadelphia.

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Chicago.

First National Bank in Miles
City, Miles City, Mont.

First Wisconsin National Bank,
Milwaukee.

Larable Bros., Bankers, Deer
Lodge, Mont.

Minnesota National Bank,
Duluth, Minn.

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Seattle.

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Spokane.

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Iowa.

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Boils

Am. Bolt Corp., Boss Nut Div.,
Ision, Chicago.

Continental Bolt & Iron Works,
Chicago.

Brake Beams

Pressed Steel Car Co., Pitta-
burgh.

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T. & B. Brass Co., Tacoma,
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Pressed Steel Car Co., Pitta-
burgh.

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Magnus Co., N.Y.; Chicago.

Castings, Malleable Iron
P. & M. Co., Chicago.

Pressed Steel Car Co., Pitta-
burgh.

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Buckeye Steel Castings Co.,
Columbus, O.

Palk Corp., Milwaukee.

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East Chicago, Ind.

Pressed Steel Car Co., Pitta-
burgh.

Tennant Steel Casting Co., Ta-
com, Wash.

Union Spring & Mfg. Co., Pitta-
burgh.

Wehr Steel Co., Milwaukee.

Chemicals, Boiler
Bird-Archer Co., Chicago.

Dearborn Chemical Co., Chicago.

Coal
Binkley Coal Co., Chicago.

Rosenberg Coal Co., Chicago.

Shoemaker Coal Co., D. C.,
Chicago.

Coffee and Tea
Chase & Sanborn, Chicago.

Couplers
Railroad Supply Co., Chicago.

Cylinder Cocks
Prime Mfg. Co., Milwaukee.

Derailers
Railroad Supply Co., Chicago.

Draft Rigging
Union Draft Gear Co., Chicago.

Engravers and Printers
Columbian Bank Note Co., Chi-
cago (Print C. M. & St. P.
checks).

Feed Water Heating Devices
Superheater Company, Chicago.

Floodlights
Pyle-National Co., Chicago.

Flooring, Composition (Flexolith)
Tuck Products Corp., Chicago.

Flooring, Built-up Wood Block
Carter Blockwood Bldg. Co.,
Kansas City, Mo.

Furnaces (Oil Burning)
DeRemer-Blatchford Co.,
Chicago.

Gauge Cocks
Prime Mfg. Co., Milwaukee.

Grease Cups
Flannery Bolt Co., Pittsburgh.

Grease Plugs
Prime Mfg. Co., Milwaukee.

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

Guard Rail Clamps
P. & M. Co., Chicago.

Hose Couplings
Prime Mfg. Co., Milwaukee.

Hose
Milwaukee, Wis.

Co., 1340 Fond du lac Ave.,
Northwestern Factory Supply

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

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

Lat. Screws & Bolts
Am. Bolt Corp., Boss Nut Div.,
Ision, Chicago.

Leather (Shoemaking)
The Banknote Co., N.Y.;
Chicago.

Lighting Accessories
Pyle-National Co., Chicago.

Lime
Barber Co., W. H., Chicago.

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

Locomotives
Baldwin Locomotive Works,
Philadelphia.

Loss Leaf Specimens
Miller Co., H. C., Milwaukee.

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

Lumber
McKenna Lumber Co., McKen-
na, Wash.

Nashville The Co., Nashville,
Tenn.

National Lumber & Crosscutting
Co., Franklton, Texas.

Pacific Crosscutting Co., Seattle.

Nuts, Square and Hexagon
Am. Bolt Corp., Boss Nut Div.,
Chicago.

Oil Caps
Prime Mfg. Co., Milwaukee.

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

Burdett Oxygen & Hydrogen
Co., Chicago.

Paints
O'Neil Oil and Paint Co.,
Milwaukee.

Paper
Import Paper Co., Chicago.

Printing
Bulfin & Son, 511 Milwaukee
Collins St., J. J., Chicago.

Goodman Printing Co. (Man-
drelle-Gummers), Chicago, Wis.

Hillson & Eiten Co., Chicago.

Keogh Printing Co., Edm.,
Chicago.

Northwestern Printing Co.,
Milwaukee.

Provisions
Aaron & Sons, E. A., Chicago.

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

Railroad Car Trimmings
Loridith Co., Milwaukee.

Rail Preventatives
Dearborn Chemical Co.,
Chicago.

Searchlights
Pyle-National Co., Chicago.

Signal Oil
Galena-Signal Oil Co., Frank-
lin, Pa.

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

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

Stay-Bolts
Flannery Bolt Co., Pittsburgh.

Steam Superheaters
Superheater Company, Chicago.

Stone and Stone Products
T. H. Conkling Co., Mankato,
Minn.

The Plares
P. & M. Co., Chicago.

Railroad Supply Co., Chicago.

Tires
Miss The Co., T. J., St. Louis.

Nashville The Co., Nashville,
Tenn.

National Lumber & Crosscutting
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Pressed Steel Car Co., Pitta-
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Northern Montana Division

Ruth Serrys, stenographer, Lewistown
Freight Department, is back from a three weeks'
vacation spent visiting with relatives in Minne-
apolis and Chicago.

Mrs. H. M. Gilham has returned to her
home in Wausau, Wis., after spending several
weeks with her son, Fireman R. B. Gilham.

Clifford A. Wert, checker, Lewistown Freight
House, wishes to express to the C., M. & St.
P. Ry. Women's Club and the B. of R. C.
organization, through this column, his appre-
ciation of the flowers sent him during his
recent illness.

Fireman H. B. Keeney is back from the
main line and has taken the Ray-Winifred run.

Conductor J. P. Smeltzer, wife and daugh-
ter Kathryn have gone to California. They
expect to spend several months on their ranch
near Paradise.

Apropos of warmer climes, most of our con-
ductors seem to prefer spending the winter
months in the sunny South. James A. Wilson
expects to leave in a few days for Florida
where he will join Conductors C. C. Wilson,
C. K. Hatton and J. A. Christie.

We are all glad to see Section Foreman Dan
Hildahl out, even though it's necessary for
him to use crutches to get about.

Engineer J. E. Daniels made a business
trip to Deer Lodge the first part of the month—
incidentally renewing old acquaintances.

We were surprised to learn that Fireman Joe
Cox has taken the Great Falls passenger run.
We thought he was a fixture on the Ray-Winifred
"Limited."

Mrs. Otto Blatter, wife of Pump Repairer
Helper, Lewistown, was removed to St. Joseph's
Hospital yesterday account of very serious ill-
ness. We were all sorry to hear of this, and
hope for a speedy recovery.

Section Foreman Clyde Kingsland has re-
turned to Oka after a sixty days' leave of
absence.

Obituary

Mrs. Jeannette J. Conrod passed away Sun-
day, November 15th, at 4:15 A. M., after an
illness of many months. She is survived by
her husband, Ticket Agent G. G. Conrod and
son George. Mrs. Conrod was ticket clerk
at Lewistown for several years, and was greatly
loved by all who knew her. Our sympathies
go out to Mr. Conrod and George.

Idaho Division R. C. P.

Engineer and Mrs. C. A. Davis left De-
cember 18th for Massillon, Ohio. They will
visit at Sharron, Penn., and other points dur-
ing the holidays and will return to Spokane
about February 1st.

Roadmaster Bakke of Spirit Lake again sent
a nice lot of Xmas trees to employees of the
Union Station, Spokane.

Conductor Geo. McGee has returned from
Miles City where he visited over Thanksgiving.
Agent J. H. Vassey, Manito, was called to
Spokane November 24th on account of the
death of his brother Bartley.

Mr. and Mrs. Gay Poole are very happy over
the arrival of a baby girl at their home.

Miss Zelda Case of the superintendent's of-
fice has returned from a two weeks' California
trip.

We bundled our family into the old bus
Thanksgiving day and drove to Malden where
we had a hearty dinner with Mr. and Mrs.
Joe Snapp, after which we attended the hard-
time dance given by the Pythian ladies in

Moreland's Hall, which was crowded to capa-
city. Bob and Mrs. Lyde were awarded the
prize for the plainest attired couple. Engineer
Ivan Grant and Del Hoffman topped a prize
of some kind, too; but we didn't learn what
it was for. Mrs. Pete and I both agree that
for a real good time Malden is the place to go.

Met Engineer Putnam in Spokane the other
day and although "Pat" has not been in the
city for a year he showed us some things we
didn't know about the town.

Mrs. Gump, mother of brakeman Jerry
Gump, died at their home in Spokane Decem-
ber 4th.

Agent W. W. Cutler, Spokane, has his hands
full these days looking after the yard, as well
as the station since the position of yardmaster,
held by L. E. Carlyle, has been abolished. Bill
has handled it all before, so is right at home
with it.

Spirit Lake

Miss Martha Colard, timekeeper, is taking
a ninety-day leave of absence, which is being
spent in California. Her place in the office
has been taken by Marie Freeland, and Miss
Marie Conrole is the new stenographer.

Carl Candler, Store Department clerk, is
spending the holidays with his parents in Bu-
buque, Iowa. He expects to be gone about
three weeks.

Mr. Clarence E. Sperry, special apprentice,
has been transferred to Tacoma. Mr. Wm.
Kilimann was sent here from Minneapolis in
his place. "Billy" is proving quite popular
with the ladies of Spirit Lake, especially the
school marm, and seems to be enjoying life
immensely.

Burford Fallis, machinist helper apprentice,
who had the misfortune of breaking his leg
while playing baseball last June, was obliged
to undergo a fourth operation recently in Spo-
kane. However, we are all very pleased to
hear favorable reports from the hospital and
hope that this will be the last, and that we
will see his cheerful face again soon.

Wm. McCurdy, blacksmith, has returned to
work again, after having been off about two
months account of losing a couple of fingers.
His hand caught in a machine while cutting
wood, causing the accident. Welcome back to
our midst, "Mac."

The local force looks rather thin these days,
owing to quite a heavy lay-off, but we trust it
will not last long, and the gang will all be
back soon.

Have just heard that Mr. Ole Bakke, road-
master, is going to have a new motor car for
his own use. Better watch out and be sure
the track is kept clear.

Carl Adams, boilermaker, generally called
"Bub," had high aspirations a few days ago,
and started for heaven, but instead the car in
which he was riding went over the bank, fall-
ing about 100 feet, and "Bub" is now home
nursing a bad finger as a result. Better stay
on earth and not try to climb the heavenly
steps so fast.

Othello

Conductor Collings is now working on the
main line between Othello and Malden.

Conductor Felton, assisted by Kid Biggs, is
handling the Warden Line while Duell is on
passenger.

Due to slack business, Engineer John Berg
is on the Warden Line.

Unable to keep a line on the different fire-
men as there is so much bumping going on.

Engineer Larson also came over to the main
line and is handling mailer on the east end.

We are unable to get any roundhouse notes
since Earl Berkey took the hostler job at
Othello.

Yardmaster Whalen has a radiola now and
we understand he has been trying to locate
some Iowa stations.

Cashier Cole is sporting a new hat so as to
make a better impression on the employes as
he is a candidate for hospital trustee.

Conductor Miller is back to work after being
laid up with a cold in the head.

Conductor M. C. Peterson is gathering up
schedules as he was elected as local chairman
of the B. R. T.

Conductor J. Harold Linchan is back on
freight after a two months' run on 27 and 28.
Understand Lawrence bumped him. Lawrence
was sore because he paid his fair by stage from
Spokane to Malden, bought a week's supply of
grub for the work train and was bumped
before making a day. That's right, Joe, one
good turn deserves another.

Othello Car Department

To start the New Year right, we feel that
we should make our department known in these
columns so we won't be entirely forgotten.

We understand Car inspector John Crider
goes to Spokane every month to take an exami-
nation. Good work, John, hope you succeed.

Joe Barrett, our coal and wood merchant,
says that business is getting very slack. Guess
it's due to the tropical weather we're having
here in the banana belt.

Even though we are having very mild weath-
er, Bill May is wearing his car flaps down. It
must be an annual habit.

Wonder if Lawrence Mann will go visiting
again next Saturday. Looks like he's done for
as they say school ma'ams are quite winsome.

Care Foreman J. L. Guest says he likes the
West fine only he'd like to stand on six feet
of snow once for a change.

Looks as though we will have to run E. I.
Case for city mayor next election as Bill May
didn't do his stuff like we thought he would.

R. and S. Line "Sparky"

Mr. and Mrs. Jos. Charneskey, of Standout,
Ill., have a new arrival at their home, an eight
pound baby girl. Mother and baby are doing
fine.

Agent Ohertry, of Cedar Point, is in the coal
hauling business. He has quite a large trade
worked up, also selling insurance.

Agent Vale, of Oglesby, is still on the job,
but has had it quite quiet for last month as
the cement mills are not doing much now.

Operator Lepp, of Granville, Ill., is getting
old, or something, as he is getting somewhat
crabby. Too much work, Bill? Or probably
his loud speaker has left him.

The Granville cement patrol has been pulled
off and the local train 474 is now running
from Ladd to Oglesby and Conductor Teddy
Bear is in charge.

Conductor Wheatley is running west of Ladd.
Quite a lot of new corn is moving out of
Granville, Standout and Cedar Point now. We
are a great eat belt here.

Cherry Mine is working every day and
Agent Truemmel is kept very busy. That's the
only R. and S. Line mine working.

West End, Madison Division

One agent on the West End is short one
excellent accountant and over one piece. He
says: "It seems sort of mean for your fa-
vorite nephew to come way all the way from
New Mexico and take your clerk and private
secretary, but all we can do is to submit and
add our blessing."

The incident reminds us of a short and over
made by a tenderfoot agent out in the moun-
tains. His report read: "Short one bureau
and over one jack ass." He failed to recog-

nize that the small donkey is called a "burro"
out there.

In the present emergency, we might console
ourselves by recourse to the old philosophy
which says, "There are as good fish in the sea
as ever were caught," but for once we are
unbelieving and skeptical. No; the likes of
"Bessie" will never be seen around here, but
after all, we wish well to the young rascal who
came and stole her away. He is a Santa Fe
man, and works second trick at Becker, New
Mexico. In addition to his railroad job, he
has a fine garden and a paying poultry yard.

Kindness to an Aged Traveler Makes Many Friends

Mr. W. H. Leahy,
Conductor, K. C. Division,
Care of Supt. B. F. Hoehn,
Ottumwa, Iowa.

Dear Sir:

I am advised that on your train No. 31,
October 29th, you had for a passenger, Mrs.
A. Newell, a very old lady, considerably broken
in health and very nervous, who boarded your
train at Lucerne, Missouri, and in some way
had forgotten her pocketbook, having left it
in the waiting room of the station, and when
you asked for her ticket she discovered her loss
and was immediately in a state of consternation
and utterly at a loss as to what to do.

I am informed that you immediately re-
assured the old lady, using the utmost tact and
kind heartedness in handling the matter, and
your solution of the difficulty was to pay her
fare for her to Kansas City, ascertaining her
destination, which you found to be that of
Nevada, Missouri, assuring her that the pocket-
book would be found and returned and that on
arrival at Kansas City you purchased for Mrs.
Newell a ticket to Nevada and also gave her
some money for her meals, placing her in
charge of the station matron to see that she
was carefully put on the proper train for
Nevada; that, in the meantime, you recovered
her pocketbook which was later returned to her
and that you have since been reimbursed by
Mrs. Newell for the money that you advanced.

We are further informed that your kind
act has made numerous friends for this rail-
road in the vicinity of Lucerne and surround-
ing territory, where it seems that Mrs. Newell
is very well and favorably known.

I beg to send you my sincere thanks for the
efficiency and kindness shown one of our pas-
sengers and for your many acts of loyalty, for
I am told that your interest in the welfare of
Mrs. Newell is characteristic of your sense of
duty to the company.

Yours truly,
(Signed) Geo. B. Haynes,
General Passenger Agent.

Two Globe Trotters Find Excellence in Milwaukee Service

Mr. Geo. B. Haynes, General Passenger Agent,
Chicago, Milwaukee & St. Paul Railway,
Chicago, Illinois.

Dear Mr. Haynes:

This letter, you will discover, is written in
rather a chummy style, because the subject does
not lend itself to a formal business letter. To
get down to my story, my father, Mr. L. Men-
delsohn also of Detroit, and myself had occa-
sion to travel over your road last week to
Omaha and return. Both of us are rather
extensive travelers, both abroad and here at
home and the selection of one of the five or
six roads between Chicago and Omaha mattered
little to us. We put it up to the porter at
the hotel and he selected your road.

And now I want to tell you that without a
doubt everything about this trip was so perfect
that I felt I must get it out of my system and

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

TEENTS

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Chemical Bldg., St. Louis, Mo.

tell you and I believe my father intends doing likewise and remember, this from two who travel a great deal and are not prone to travelers' emotions.

Your equipment (The Arrow) was excellent. The cars about the cleanest I have ever seen. And our particular sleeper, the Omaha, had more nice little extra things about it and aside from this the hotel endeavored to make us comfortable in every way and without looking for the tip. In fact, all the trainmen, including the conductor, Mr. Knight on the diner, even the waiter, all had a smile and a pleasant word and made one feel more a guest than a customer. It gave me a real thrill to find a road that thought on a few extra stunts to please the public and imbued its employees with the idea of real, willing and pleasantly given service. We returned the same night, with the same smiling porter, the same courteous crew who, by the way, had wired reservations on to Chicago (or Detroit, but not only wired but had a return dining accommodation secured (handed to us on board at Omaha) and by the time we arrived back at Chicago felt we were a part of the road.

Space precludes, nor do you care to hear me rave on, but it is those little extra things that really count, they did with us and I assure you in the future the Milwaukee will be specified, and to my friends as well.

Cordially yours,

Faxton Mendelssohn.

A Memorable Trip on the Milwaukee

Following is a letter written by Mr. E. F. Greening of Grand Meadow, Minnesota to our Agent, Mr. R. G. Laugen of that place, telling some interesting experiences of the trip which he made over Lines West on The Olympian, and a visit to the coal mines at Roundup, Montana.

Dear Mr. Laugen:—

I am enclosing a snap shot of the "Olympian" taken at Montevideo, Minn., where we stopped to change engines, thinking you might be interested in comparing that train with those running on the Southern Minnesota division. Believe me that is "some train."

My mother and I had the pleasure of riding in the Olympian both going and returning from our recent visit with my brother C. W. Greening at Roundup, Montana. We were delighted with the service, the comfort and convenience it affords and the courtesy of those in charge. The service in the dining car was especially fine.

While at Roundup I had the novel experience of going down into one of the coal mines.

The manager of one of the mines which supplies coal for the railroad company invited my brother and I to go down with him and we gladly accepted the invitation. After donning coveralls, we stepped on to the hoist and were lowered 350 feet under ground in less time than it takes to tell it.

The hoist is a double one. As one car goes down another one is brought up. Those little coal cars hold about three tons each and as one is brought to the surface every few seconds, it does not take long to load a railroad car. I was much interested in watching the big engine which operates the hoist and the apparent ease with which the operator handled it.

At the bottom of the shaft we found long strings of loaded cars awaiting the hoist. These are brought from innumerable tunnels extending in all directions and for a considerable distance. The little trains are pulled by electric motors and the tunnels are well ventilated and lighted.

We boarded one of the trains of empty cars and rode for more than a mile into one of the tunnels. Then we walked for some distance as the motors went no farther. We finally came to the end of the lead and saw the miners at work. The seam of coal was about five or six feet thick and of good quality. They first cut a seam under the block some three or four feet, then drill holes above which they fill with black powder and blast out a big block of the coal. This they break up with heavy hammers into chunks which can be handled. The cars are loaded and hauled to the junction by mules. There the motors pick up the trains and haul them to the hoist.

It requires some system to handle so many trains from all directions and avoid accidents. A careful account is kept of the number of cars in each and to whom they are credited. The miners are paid by the ton, two men loading each car, and some of them earn very good salaries. At least most of them ride to and from their work in pretty good automobiles.

The day we went into the mine was a warm one. The thermometer registered about 100 in the shade at the surface, but in the mine it was nice and cool. Down there the temperature does not change winter or summer. After being under ground some time we found, on being brought to the surface, that the heat was especially oppressive and we rather envied those mules which seldom see the surface after being taken down the shaft. At least they are not bothered by the flies and do not suffer from heat or cold.

This interesting experience will help to make my trip a memorable one, I can assure you.

Respectfully yours

E. F. Greening

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