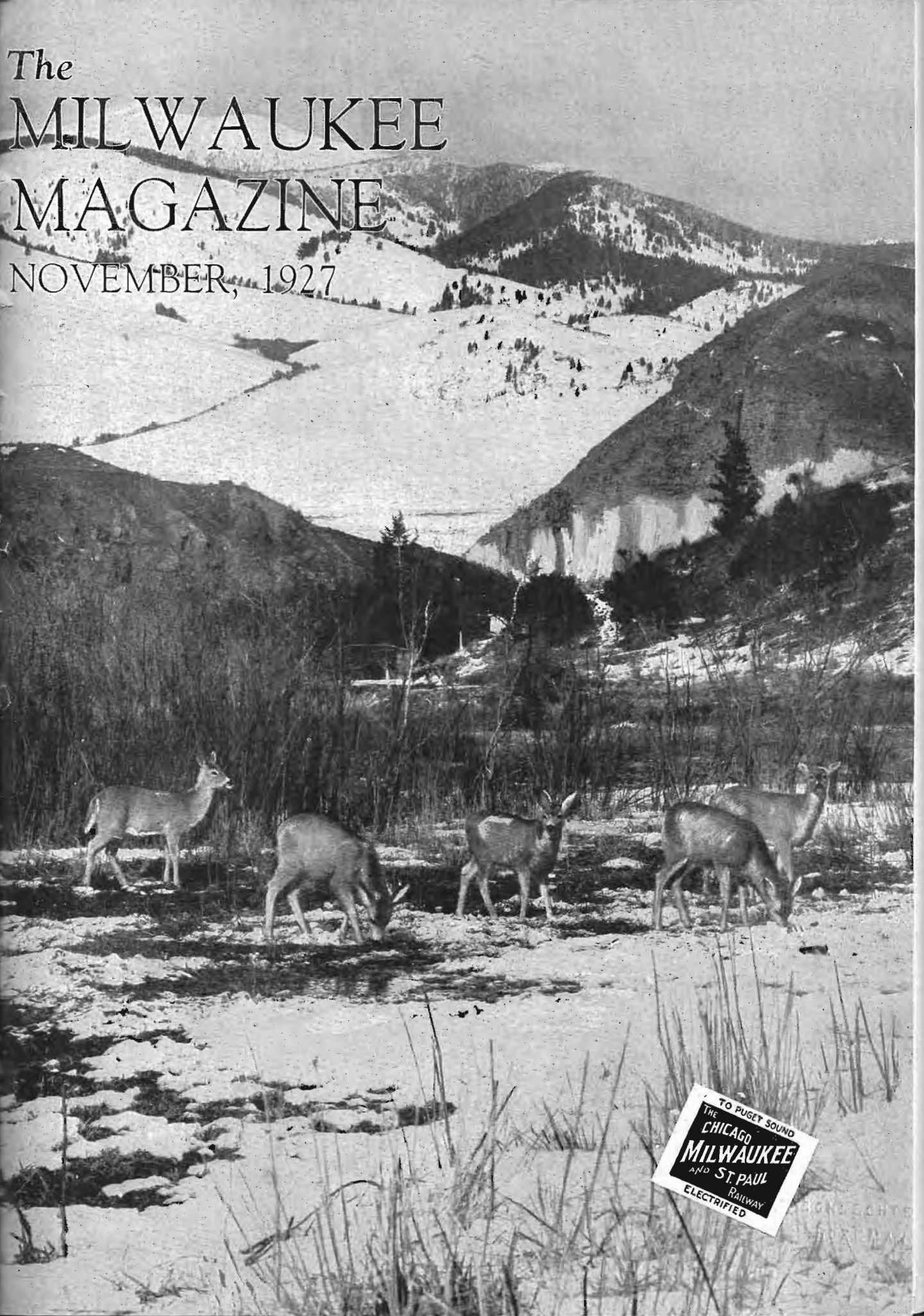
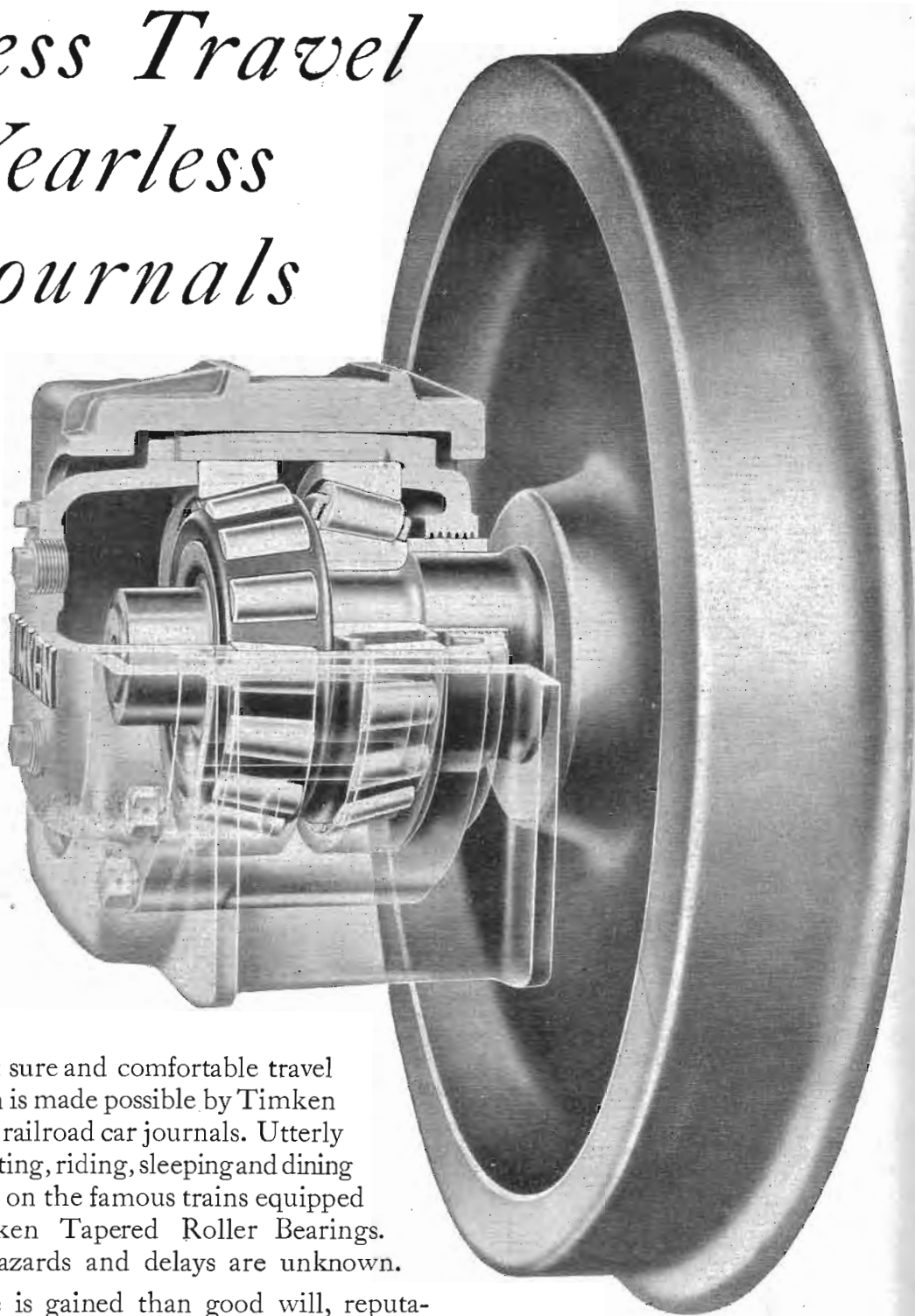


The
MILWAUKEE
MAGAZINE
NOVEMBER, 1927



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

Jerkless Travel —Wearless Journals



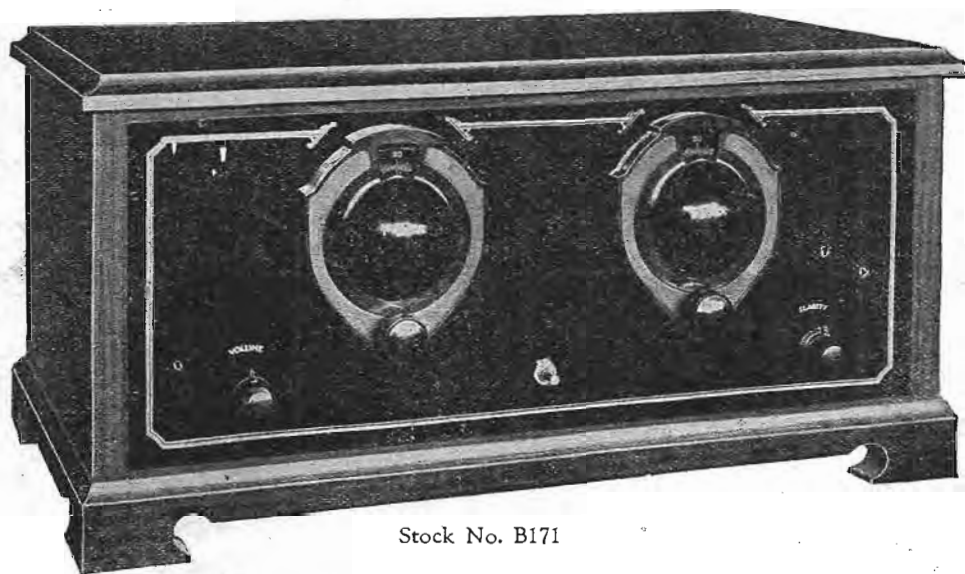
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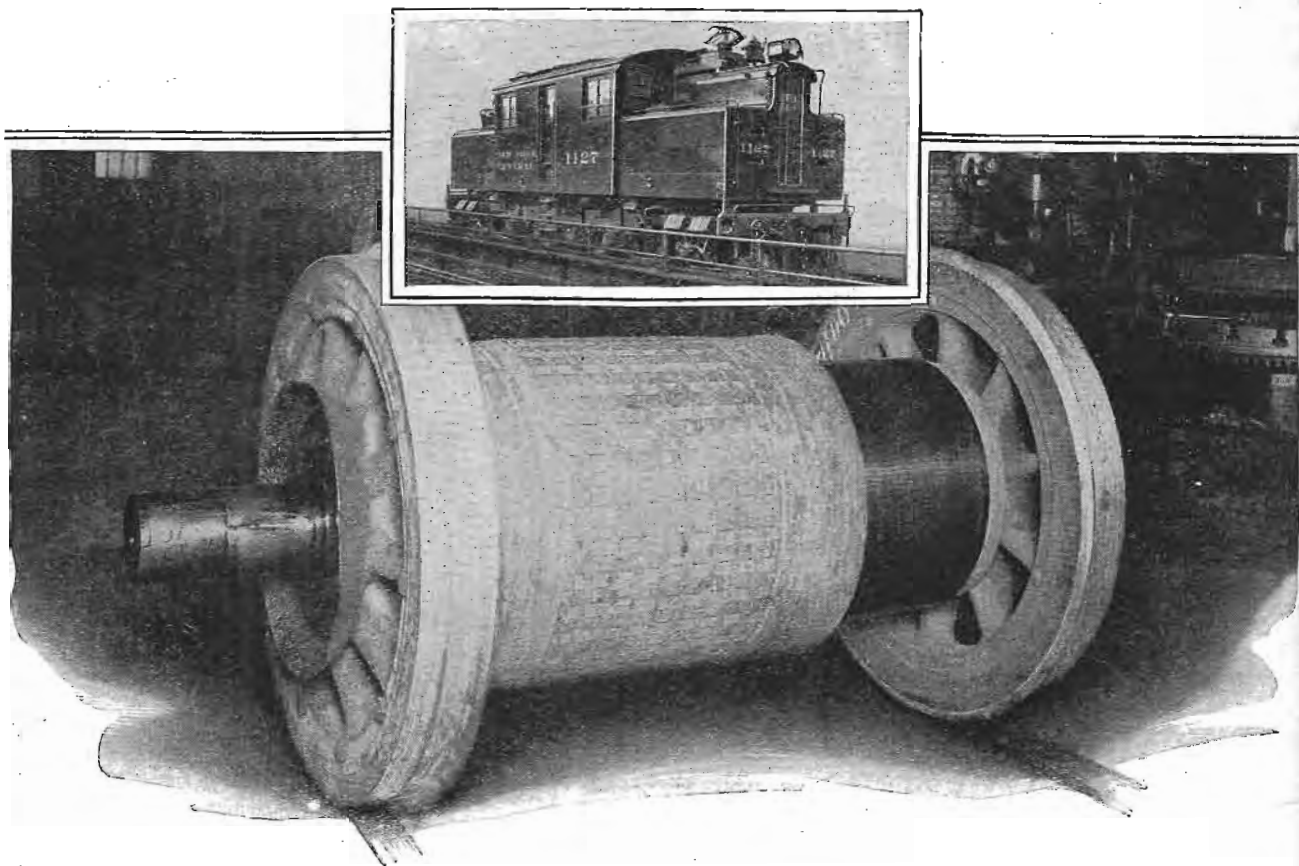
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350-10

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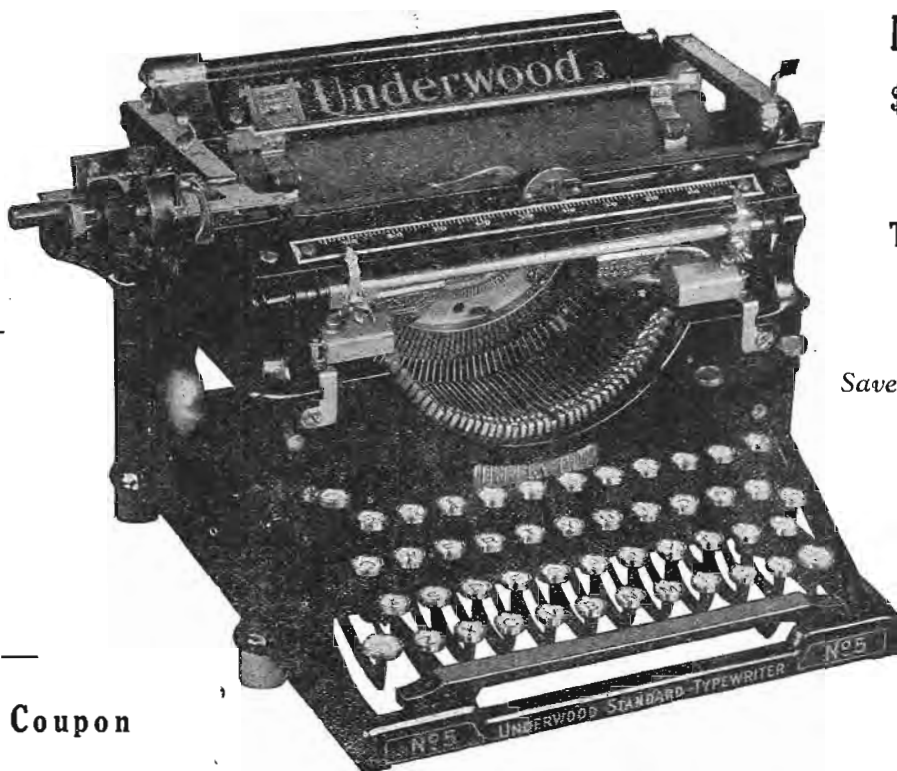
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Young Typewriter Company,
654 W. Randolph St., Dept. 2260,
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Train Lighting and Heating

By Edmond S. McConnell

THE lighting and heating of a steam railway train presents something of a mystery to the layman, and no doubt you will be interested in knowing how this is accomplished. In common with a great many other things connected with the railroad, the high degree of perfection which has been achieved has come as a result of long years of development from the most rudimentary forms.

On electric railways it is a comparatively simple matter, for the electricity which drives the train can be utilized for illumination and heat with equal convenience. The "shoe" or trolley in contact with the conductor rail or overhead wire collects the current, and cables distribute it through the train for any desired purpose. However, on the steam railway, other means were necessarily devised to furnish light and heat.

The earliest railway cars were utterly without artificial light or heat—they furnished little more than shelter for the traveler. Then some enterprising railway manager placed a candle at each end of his cars. Oil lamps superseded candles, various schemes of gas lighting followed the oil lamps, and with the commercial development of the incandescent lamp, the railroads quickly devised the means of adapting electricity to the lighting of trains.

The "Milwaukee" was one of the first railroads to introduce electric lighting on its trains, when in 1889 the company developed the first head-end system of train lighting. In this connection there is an interesting story told about the famous old "light and heat tenders" which the "Milwaukee" used for several years.

By 1890 steam heating had been installed in most of the "Milwaukee's" through trains, and the amount of steam required for heating and running the dynamo became such a burden on the locomotive that a special car was designed containing a steam boiler, engine and dynamo, coal bunker, and a storage battery. The idea of this car was to light and heat the train without taking any steam from the locomotive, it being believed that the car could be hauled with less expense and less interference with locomotive operation.

Two of these light and heat tenders were built at Milwaukee Shops, and went into service, on the Pioneer Limited between Chicago and Minneapolis during the winter of 1891. Each fall when it became necessary to heat the train these cars were put into service,

but in the spring the electrical equipment was removed to the baggage cars, and the light and heat tender was laid up for the summer. These cars were in service for several seasons, but meanwhile larger locomotives with better steaming qualities were built and the light and heat tenders were ultimately taken out of service and dismantled.

Thanksgiving

An azure sky above,

And hills are bright with
color,

Willow leaves are drifting
at my feet.

Along the roadside 'cross
the withered fields,

Are pheasants running
through the yellow
wheat.

N. B. D.

The adaptation of electricity for lighting steam railway trains has followed three general plans: the straight storage battery system, the axle generator system, and the head-end dynamo system, all of which have special merits in their respective fields of service.

The straight storage battery system was one of the earliest methods, and as the name would indicate, batteries alone are used and a dynamo on the train itself is dispensed with. A bank of storage batteries is suspended in a specially constructed box beneath each car to be lighted, and the current is distributed through simple lamp circuits from a switch panel in each car. The batteries are charged each day or two from a dynamo or other source of electric current at the terminal station, and the electricity is used while the car is in service to furnish current for lights and electric appliances. As compared with the 110 volt lamp pressure used for commercial lighting, the straight storage battery system is designed for 32 or 64 volts, usually the latter. The battery capacity is commonly 300 ampere hours—ample for

an over night run. Compared with the other, the straight storage system is simple and reliable for a limited range of service, but it has great disadvantages in that it entails considerable trouble and expense to charge and maintain the batteries.

The axle generator system includes both dynamo and storage battery on each car, and is so arranged that every car is an independent unit. A small dynamo is mounted on an extension of the trucks or suspended beneath the car body, and is belt-driven from one of the car axles. The design of the dynamo is rather complicated, for it must generate current at a steady voltage over a wide range of speed while the car moves in either direction. The system requires a very complex automatic regulator, for the lamps are usually designed for 32 volts, and any voltage above or below that would produce a correspondingly brilliant or dull light. The battery requires a pressure of nearly 40 volts to charge it fully, so the automatic regulator must be capable of providing this varying voltage speed of the dynamo. The regulator, which is really an automatic switchboard attendant, is responsible for doing all of these things.

The head-end system is probably the most perfect and reliable of all, and it is particularly adapted for long runs of hundreds of miles, where there is little change in the make-up of the train from terminal to terminal. The head-end system was first tried with a generator in the baggage car and without batteries, but each locomotive change left the train temporarily without lights. In order to avoid that difficulty batteries were placed in one or more of the cars, although the straight generator system is still used in some cases of short runs, suburban service.

The Chicago, Milwaukee & St. Paul has devised an extremely satisfactory and reliable system of head-end lighting for the *Olympian*, whereby the generator and all of the control apparatus is mounted on a switchboard beside the generator, and several sets of storage batteries distributed through the train supply current for the lamps whenever it is necessary to shut down the generator. The only apparatus in the other cars are the small switch panels for the lamps circuits.

From six to eight of the *Olympian's* usual ten cars are equipped with batteries. These cars have a 32 cell, 64 volt, 300 ampere hour battery, which is

ample to carry the lamp load should anything happen to the generator. The batteries are arranged in two boxes of sixteen cells each under each battery carrying car, but all 32 cells are connected in series to give 64 volts on the lamps. At the top of each vestibule is a connection box and as the cars are coupled together a three wire jumper connects the adjacent connection boxes. There is a cross-over in the wires at one end of each car and also a cross-over in the jumpers, provided so that regardless of which ends of the cars are coupled together the electrical connections will be in correct apposition.

When the **Olympian** enters the electrified mountain zones the steam locomotive is replaced by a huge electric locomotive, and the baggage car generator is no longer needed, for a motor-generator set on the electric locomotive generates the current to light the train. Switchboard and control apparatus are located in the cab, and the fireman as he is still called, becomes the train's electrician along with his other duties.

So much for the electric lighting system. But there is also an emergency lighting system should anything happen to cripple the generator or any part of the electrical system. Under each car are one or two long, cylindrical, steel tanks where a supply of compressed oil gas—Pintsch gas, as it is called—is stored. Concealed behind the shades of the ceiling fixtures and in other places where light might be needed are gas burners, to which the Pintsch gas is carried through slender pipes hidden in the walls and ceiling of the car. The electric system is so reliable that the gas lights are rarely called into use, but they are always there ready for the possible emergency. Pintsch gas burns quietly with a soft, white light, and the uninitiated would never suspect that the electric lights were not in use.

Coincident with the use of the candle came the first attempts to heat railway cars during the cold winter months. Various forms of wood and coal stoves were used for many years, but stove heat was generally unsatisfactory, for the passengers at one end of the car were often too warm while those at the opposite end suffered from the cold. A vast improvement was made when live steam from the locomotive was passed through heating pipes in each car, but the acme of train heating was achieved with the development of the vapor system of steam heat which is used on the **Olympian**.

Live steam from the locomotive boiler is passed at reduced pressure through a pipe system running the length of the train. This train pipe is composed of two inch steel pipe beneath each car, at the ends of which are fitted flexible hose couplings similar to, though larger than, those used for the air brake system. The engineer's control consists of a pressure regulating valve and a steam gauge in the cab. The action of the valve reduces the pressure to that desired as shown by the gauge, and also serves to maintain an even supply. The pressure

is sufficient to supply live steam throughout the entire length of the train pipe and a small vent to the atmosphere at the rear of the last car insures a flow of steam at all times.

The vapor system takes live steam from the train pipe, converts it into steam vapor through an automatic vapor regulating valve, and admits only vapor to the radiation pipes. There is no high pressure steam in the car, for the outlet from the radiation pipes is always open to atmosphere.

The operation of the automatic vapor depends on the thermostatic action of an expansive diaphragm consisting of a sealed flat box of spring brass partially filled with a volatile liquid, which is located in a casing close to the admission point of live steam, but which is also in the path of the outlet from the radiation pipes. When this diaphragm is heated to the temperature of boiling water, the expansion of the liquid causes a swelling of the diaphragm. This expansion and contraction under changes of temperature moves a straight valve stem connected with the valve between the high and low pressure chambers of the casing, which are respectively, in connection with the train pipe and the radiation pipes. This is the immediate point of automatic control of the vapor system. The expansive diaphragm is located at the outlet chamber and is open to the atmosphere.

Normally the radiation pipes and diaphragm are cold, and steam from the train pipe passes freely through the automatic valve, through the radiation pipes, and back to the diaphragm and outlet. The hot steam blowing on the diaphragm for a moment expands it, closes the valve, and shuts off the flow of steam until the temperature around the diaphragm drops slightly. The diaphragm then contracts, causing the valve to open slightly and again admit the steam to the heating pipes.

Usually there are two vapor regulating valves connected with separate sets of radiation pipes on each side of the car, and each set of radiation pipes is further divided into two or more sections governed by hand operated supply valves under the control of the porter or trainmen, or by the passenger himself in the compartments or drawing rooms. With the arrangement of a separate automatic vapor valve for the radiation pipes on each side of the car, one valve may operate more frequently than the other, and so compensate for the chilling effect of a cold side wind; and by having each set of radiation pipes divided into several sections, any desired degree of heat may be maintained.

As the **Olympian** passes into the electrified districts the question is often asked, "How is the train heated now that we have an electric locomotive?" Or conversely, "Why isn't electricity used to heat the cars?" The answer is easy. A small oil-burning heating boiler is carried on the electric passenger locomotives, for it obviously would be unwise to equip the cars with electric heaters which could only be used for a third of the journey when a steam

system is also required for the balance of the trip.

As there is an emergency lighting system, likewise there is an emergency heating system. In a closet just inside the door at one end of the car is a compact hot water heating plant, quite similar to those used for house heating except that brine is used as a circulating medium, for water would be liable to freeze when the car was not in service. The hot water pipes parallel the steam pipes, and again the uninitiated would never suspect that the regular system was not in use. As an auxiliary to the steam system in extremely cold weather when the locomotive needs every ounce of its steam, or in case of accident to the regular system, the hot water heater is always ready for the possible emergency. A supply of anthracite coal is placed in a hopper above the heater, and the kindling and fuel is laid for the fire when the car is groomed for its journey. Though the car may travel for many months without the slightest necessity for the auxiliary system, the heater is always ready for the touch of a match when needed.

The ventilation of passenger cars is closely allied with heating, but the use of the clearstory roof has practically solved this problem. The **Olympian's** cars are built to provide a bountiful supply of fresh clean air without the least danger from drafts. Clever little ventilators built into the clearstory windows ventilate the body of the car, and an individual sash ventilator is provided for each berth. An exhaust fan in the smoking compartments keeps the air clean there, and for hot weather use, electric fans in the compartments, washrooms, and in the body of the car aid the natural ventilation.

Another of the mysteries of the modern passenger car is the supply of hot and cold water in the washrooms. In the chapter on passenger cars the water reservoir beneath the car was mentioned. This reservoir is filled at terminals and division points. Compressed air from the air brake system is utilized to raise the water to the washrooms, and the hot water is obtained by passing it through a steam packet around the train heating pipe.

Such are the secrets of train lighting, heating, ventilation, and water supply.



River Division Conductor, Ellef Nelson.
A Veteran in the Service

The Madison Division

E. A. Lalk, Assistant General Freight Agent

THE Madison Division—that part of it formerly known as the Prairie du Chien Division, extending from Madison to Prairie du Chien across the south central part of the State of Wisconsin—is a part of the Milwaukee System which figured prominently in the early days of the history of that Railway.

At the present time most of the Madison Division trains from Milwaukee west run via the La Crosse Division through Watertown and thence across the State, although some trains are run via Brookfield to Milton Jct., thence to Madison, giving a daily service to Waukesha, Whitewater and other intermediate points. This southern section of the Division traverses the most fertile farming area in the State.

Leaving the La Crosse Division at Brookfield the first town of interest is Waukesha — known throughout the land for its famous "Waukesha Waters," and mud baths. In "pre-Volstead" days a gentleman took his toddy in "White Rock" water, and I have a suspicion that a good deal of this water is used for the same purpose today as its shipment from Waukesha is as heavy as ever. However, I understand that much of it finds its way into the manufacture of ginger ale. It has a very ready market in Chicago and other points and is transported by our line in especially built tank cars.

Waukesha is a prominent sales market for prize Wisconsin stock, and breed stock is shipped from there all over the United States and to the Orient. This town is not only a center of agriculture and dairying, but has many manufacturing plants as well, the most prominent of which manufactures gasoline engines.

Leaving Waukesha and proceeding through Eagle, Palmyra, Whitewater, Milton Junction to Edgerton we pass through the tobacco belt and see large fields of this product on either side of the track. Tobacco forms the principal source of tonnage for our Railway from this district, the largest warehouses being at Edgerton and Stoughton. Stoughton, Wis., was a familiar name to our fathers as this town was the home of the famous "Stoughton" wagon, which became a back number with the advent of the auto truck. At Edgerton is located the Highway Trailer Co., a nationally known institution. Leaving Edgerton, past the beautiful Lake Kegonsa with its many summer cottages we arrive at the capitol city of Wisconsin—Madison.

Madison is located on an isthmus between three of her lakes. This lake region was known to the Indians as, "Taychopera." Over a thousand Indian mounds within a radius of two miles of the city have been located, a hundred of which have been permanently preserved and marked. Madison, a city of 54,000 inhabitants, is peculiarly situated so that from an elevation the four lakes are plainly visible. Lake Mendota (Indian for "Gathering of the Waters") is the largest, being about twenty-five miles in circumference. Monona (Indian word for "Spirit") is eleven miles in circumference. Wabesa, meaning "Swan", and



Wisconsin State Capitol, Madison, Wisconsin

Wingra, meaning "Dead", and Kegonsa are the other and smaller of the lakes.

The outstanding building in Madison is the State Capitol—of Italian Renaissance architecture, cruciform in plan and built entirely of white Barre, Vt., granite at a cost of nearly \$8,000,000., probably the finest of its type in America. Next in order are the buildings of the University of Wisconsin. This University has several unique features in education, but I believe its forest product laboratory is its most progressive. In fact it was the first institution of its kind to be established in the world.

The parks and drives about Madison's lakes are attractive and the beauties of the site were immortalized by Longfellow. Before leaving we should not fail to view the beauties of the spot from Observatory Hill a most imposing sight with its lakes, beautiful country clubs, the tops of office buildings and hotels, and by night the capitol dome resplendent with many electric lights.

While Madison is primarily a Capitol and University city it boasts at the same time of a number of large industries which produce machine tools, turrent lathes, dry cell batteries, radio batteries, flash lights, lubricators, hospital furniture, chemicals, farm ma-

chinery, gas engines, precision balancing machines, shoes, drugs, meat, candy, rennet extract and cheese color—all splendid tonnage for the railroads. The principal industry, however, is the manufacture of batteries. Both the French and Burgess battery companies are located here and hundreds of cars of batteries are shipped annually.

Our line is well located at Madison. Our terminals are adequate and we serve all the industries of any size. We maintain two passenger depots, one at Franklin St. (East Madison) and one at West Madison. The Divisional headquarters also are here.

Leaving Madison from the Franklin St. station after a good night's rest in one of Madison's splendidly appointed hotels the journey is continued westward. The railroad runs along the shore of Lake Mendota on which are clustered a great number of boat houses and small private docks. The land side of the right-of-way is lined with the back yard lawns of many homes. The ride out of Madison is unusually pretty but the city is soon left behind and we proceed through a rolling prairie country given over largely to dairying. The first stop, Middleton, early known as Peetville because of the peat beds just west of the village, is a prosperous little place. Besides lumber and building supply yards it boasts a modern milk condenser.

Cross Plains and Black Earth are small farming communities. The soil around this section is a deep black loam, very rich, in fact the latter town derives its name from the soil. At Black Earth is a manufacturing plant where barn door equipment is made and shipped quite extensively throughout the West. The next stop, Mazomanie, an Indian name meaning "iron horse" is located at the eastern entrance to the hilly section of western Wisconsin. A small water power is located here on a meandering stream.

A branch line ten miles long runs north out of Mazomanie to Sauk City and Prairie du Sac. At Prairie du Sac is located the largest electric water power development on the Wisconsin River. The Wisconsin River Power Co., own the plant and their power lines form a network over this section, delivering power to home and industry. The Wisconsin River is reached at Arena. The town was probably named from the fact that high hills are on all sides of it and by a stretch of the imagination the site could be taken as an arena.

Crossing the Wisconsin River we follow the valley of that river to the Mississippi crossing it three times in a distance of about sixty-three miles. At each of these crossings is a large and substantial steel bridge. At Lone

Rock the Richland Center branch goes up into a level and very fertile farming country terminating at the town of Richland Center. This section is especially adapted to dairying and large quantities of cheese are manufactured here. Lone Rock takes its name from a rocky hill 800 feet long and 70 feet high. This is the only rock hill within an area of several hundred acres. The town was founded in 1856 and the first hotel was rafted down the Wisconsin River from Portage which was quite a feat in those days.

Again we cross the Wisconsin River and arrive at the town of Avoca, named in honor of Sir Thomas Moore's poem, "The Vale of Avoca." The depot grounds are particularly attractive at



Edgerton, Wisconsin, Business District

this place. On them is located the town's band stand and is quite a gathering place for farmers during the summer months.

At Muscoda, the Indian for "Green Prairies," is located the Muscoda Furniture Co. Muscoda is a pretty little place, has wide streets and nice residences. Leaving here the country becomes more sandy and less fertile. For miles along the tracks are groves of pine trees and in places the back waters of the Wisconsin River create marshes.

Blue River and Boscobel are farming centers. The town of Blue River takes its name from a small stream that runs through the village and whose waters



A Southern Wisconsin Tobacco Field

are dark blue, a peculiar condition and probably due to certain chemicals in the soil. An amusing story is told of how Boscobel received its name. As the story goes, an old lady at one time had two cows, one named Boss and one Bell. She had a habit of calling the cows at night and could be heard at a considerable distance calling, "Co' Boss, co' Bell," hence the name Boscobel. The town lies in a pretty valley. Whereas the valley itself is sandy the soil washed from the hills makes good soil on the slopes and good crops are raised.

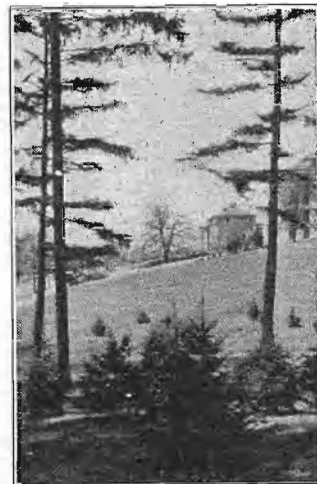
Woodman, Wis., nestles under the bluff and the white houses against the green background make a picture long

to be remembered. The town takes its name from Cyrus Woodman, an early settler. This section was covered by a large amount of splendid timber and both our line and the C&NW headed this way to secure a wood supply for use in their wood burning engines. For lack of funds the C&NW built up from Salem to Woodman with a narrow gauge. Old settlers say that one time our line had wood piled along the tracks from Boscobel a mile beyond Woodman, a wood pile about eight miles long. This was to have been an important center, and the Railway still owns five acres of land donated for shop purposes.

Wauzeka is our junction for the La Farge line which runs for 51 miles through a very prosperous farming section. Wauzeka is at the entrance of the Kickapoo Valley, in fact the name itself is Indian for, "Mouth of the River." As we leave Wauzeka we enter the bottoms of the Wisconsin River. Large trees are in evidence—a haven for wild bird life, ducks and mud hens in great numbers, also muskrats, beavers and squirrels abound. The air is filled with the chatter of thousands of feathered creatures. The few farmers in this section allow their hogs to run in the bottoms and forage for feed.

At Bridgeport the valley narrows to a canyon. On either side of the tracts are high bluffs. For years a ferry was operated across the Wisconsin River here, then a bridge was built and to this day is maintained as a toll bridge. Today people passing over it to and from Prairie du Chien must pay tribute to the thrift of the early builders.

Leaving Bridgeport it is but a short run into Prairie du Chien. On the right can be seen the ruins of old Fort Crawford, a part of the walls of the old stone building still remaining. As we swing to the right the cupola of the old Dousman house comes into view. This old hostelry, if it could speak, might tell many an interesting story of the prominent men of the past. The house is no longer used for hotel purposes and at present is vacant. At Prairie du Chien is located our "lock-up," and the many interesting things that find their way to the grave yard would require a chapter to adequately describe. Prairie du Chien is one of the oldest towns on the Mississippi, nam-



University Campus, Madison, Wisconsin

ed by the old French inhabitants, "Prairie of the dog," from the great number of prairie dogs that frequented the place. The town boasts a pearl button factory, a knitting factory and various other small industries. A new version of the old ferry "Wanamingo" still plies the Mississippi at this point to Marquette. The Prairie du Chien sanitarium still draws the sick with its mineral waters.



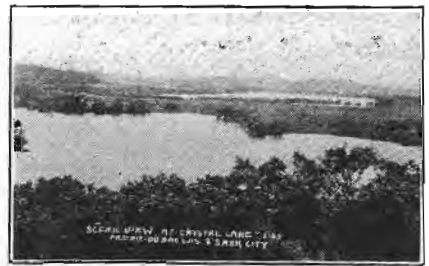
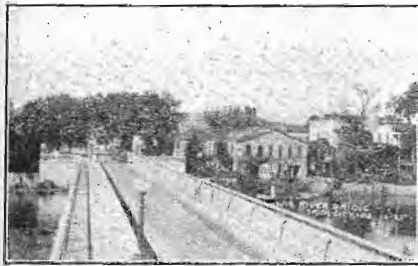
Picnic Point, Lake Mendota

Prairie du Chien was the first Mississippi River terminal of the CM&StP Ry and the old dock house and part of the old elevator are still standing. These buildings are in a remarkable state of preservation and good advertising for the brick and slate of which they were built.

To go to Prairie du Chien and not visit the old Dousman home would



Edgerton, Wisconsin, Feeding Yard



be a breach of tourist etiquette. The time to make the visit is in late afternoon of spring or summer. The house stands upon a knoll surrounded by beautiful grounds. Entering the east gate we have a feeling of going back years into the past. The stone path leads through the shade of great trees and to the south are small lakes or fish ponds surrounded by shrubs. The effect is invitingly cool. On the spacious veranda we are met by the young caretaker, a smiling jolly fellow, and after exchange of greetings escorted into the old mansion. As the outer doors close a perfect peace comes over us and we feel as guests on a week end visit in the year 1840 and almost

expect to have the madame of years gone by come to greet us and make us welcome, or, the servant offer us the boot jack and a pair of slippers, so real is the atmosphere. We awake from our spell to hear our host explaining the history of the beautiful paintings, marble statuary, the antique furniture and furnishings, rare old books and many articles collected from foreign lands in extended travel. We pause with interest over the old account book kept by Dousman with the Indians and see listed salt pork, bear traps and many other articles used by the Indians in by-gone days. We hear the history of the son lost in Custer's last stand and the sorrows and joys of

the Dousman personal history. The quaint old dresses all are so interesting and the surroundings so real, so quiet.

As we leave through the back entrance we cannot but feel the changes sixty or eighty years have made and question whether or not the glory and splendor of these old homes in their quiet and beautiful settings do not rival our homes today with all our modernism.

I would like to tell you more about this section, particularly of the oddities of the pontoon bridge which our Company keeps up over the river, one of the few of its kind in the world. Perhaps some other time—.



A Bathing Beach, Lake Mendota

Save "Old Ironsides"

EVERY school boy and girl in this land is interested in the campaign now going on to save "Old Ironsides," the gallant old war veteran, built in Boston in 1794-1797. Those in history class thrill over the story of how the U. S. Frigate "Constitution" defeated the British man-o'-War "Guerriere" in the war of 1812, and now that the old "feller needs a friend," the boys and the girls are saving their pennies to get a quarter with which to buy a picture of the gallant ship, full-rigged, which is being sold to swell the fund for its rehabilitation. Old Ironsides is in a bad state of decay and efforts are being made, in the interests of American history to restore and preserve her for future generations of patriotic sons and daughters.

In the interest of this fund, Secretary of the Navy Wilbur has appointed a

committee which is working hard to secure the necessary amount for her rehabilitation. One method of appeal is the sale of lithographed copies of Gordon Grant's great painting of the gallant frigate as she appeared in the height of her glory. The reproduction is a really lovely picture for office, library or study, or the boy's room; and the quarter which covers its purchase will go toward making "Old Ironsides" resplendent again in all her ancient glory.

The old ship is now in drydock in the Boston Navy Yard and when she emerges after her overhauling and rebuilding she will be as staunch and seaworthy as ever she was at any time in her one hundred and thirty years of service. The gallant old frigate fought forty-two engagements, victories in all, let her be victorious in her fight against Time.

Save "Old Ironsides" Fund

Navy Yard, Boston, Mass.

Please send me postpaid.....
copies of the reproduction of Gordon
Grant's painting of "Old Ironsides"
for which I am enclosing.....
in cash, stamps or money order.
(25 cents each.)

Name

Street

City..... State.....

The Milwaukee Magazine

For convenience the accompanying coupon may be sent when ordering the picture.



Filipino Students Enroute East On The Columbian

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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

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

Dr. R. H. Lounsbury

MILWAUKEE officials and employes everywhere were inexpressibly saddened on the morning of October 21st, when the news flashed that Dr. Lounsbury, Chief Surgeon of this railroad, and friend to us all, had been instantly killed when his automobile had been struck at a Chicago street intersection. Dr. Lounsbury was on his way to Washington Boulevard Hospital, of which he was Chief-of-Staff, to take up for the day his work of mercy and healing, when he was run down by a reckless driver.

He was born October 13th, 1875 in Watertown, Wisconsin, where his boyhood was spent in familiar sight of "the yellow cars." He was a graduate of the University of Wisconsin and Northwestern University Medical School. He rose rapidly in his profession and became identified with Washington Boulevard Hospital at its foundation. He was a noted authority on diseases of the bone and was a surgeon of wide repute. At the time of his death he held the chair of Professor of Surgery at the University of Illinois.

He was affiliated with many medical and surgical societies and a frequent contributor to leading Medical Journals.

He is survived by two young sons and two little daughters. Mrs. Lounsbury died in April 1926.

The passing of a great physician is always a blow to humanity in

the district which he served, and the going of Dr. Lounsbury has left a grief-stricken throng of friends and admirers wherever the Milwaukee Railroad operates. His life was a record of good deeds, of help to the suffering whom he attended when needed, regardless of money or price; his great skill and never-failing pity for the ills of humankind were poured out on rich and poor alike and many an employe of this railroad has received aid from Dr. Lounsbury at the price he could pay, and if he could pay nothing yet this great man gave of his best without stint and helped his patient back to health with only gratitude as his reward.

He did good deeds for the love of doing and his memory will be cherished wherever his name was known,—his loss is poignant grief to the friends who are numberless. To his little orphaned children and to his surviving relatives, the heartfelt sympathy of the Milwaukee Company is offered. "We shall not look upon his like again."

Fred W. Zimmerman

ON September 24th, Fred W. Zimmerman, for many years, Agent at Janesville, Wisconsin, passed away at his home in that city after a painful illness of several years' duration.

Mr. Zimmerman was a Veteran in the service, having commenced work with the company as operator on the Mineral Point Division. He served at various points in this capacity, finally going to Janesville, where he rose rapidly to a position of trust and responsibility as Agent in that important city.

No man in the employ of the company was more highly respected, and none occupying that position ever enjoyed to a greater degree the respect and confidence of the public. His geniality and promptness in serving the patrons of the company made friends for his employers and earned for him an enviable standing in his community.

Mr. Zimmerman had been in failing health several years notwithstanding which he continued at his post until about a year ago, when he asked a leave-of-absence to go to Excelsior Springs for treatment. He spent several months there, but returned home to spend the last months amid friends and familiar scenes. His passing is mourned by a host of friends and all of his business associates. He is survived by his widow, to whom the tender sympathy of the railroad family is offered in her bereavement.

Atmosphere

RECENTLY, our Chief Operating Officer received a letter from a passenger on one of our Coast trains that pleased him and called forth the following, in a circular letter to Officials of the Company:

Comment On The Service

I have received a letter from Mr. Alexander Wiley, a lawyer at Chipewewa Falls, Wis., who made a trip to Seattle and return via our line.

I am going to quote his letter for the information of Superintendents and Passenger men who attend Division Courtesy Meetings, because I know that the employes will be happy to see the place that Mr. Wiley gives them in making our line a popular one to the Coast.

"My wife and I have just returned from the Pacific Coast, having traveled the Milwaukee road both ways. We certainly appreciated the courtesy and service rendered by the employes of the road. There was an 'atmosphere' about this service that made it very much appreciated by us and our fellow travelers. There was courtesy but not of the servile type. There was friendliness manifested, but it was not overdone. Both the Pullman Conductors were particularly fine chaps. I do not remember the name of one, but the other's name was Frank W. Schaefer.

I have been to the Pacific Coast several times on other roads, but 'you people' have got it on them all for smoothness of travel, due to two factors, the electrification through the mountains, and the radiant service of your employes."

It will be noted that Mr. Wiley says we have got it on the others because of two things,—first, the electrification, and second, the "radiant service of our employes". That service certainly began with the man who sold Mr. Wiley his ticket and ended with the sleeping and dining car, train and engine employes who took care of him and his family en route.

It takes a lot of fine fellows to establish the "atmosphere" that Mr. Wiley referred to, and it is most gratifying to find that everyone that he came in contact with, helped to maintain the atmosphere that was so satisfactory to him and to others who use our trains.

(Signed) J. T. GILICK

Chief Operating Officer

Supplementing Mr. Gillick's remarks, General Passenger Agent W. B. Dixon adds his characteristically pudent and welcome congratulations to those of his staff who are helping to create this "Atmosphere". He says:

"It is evident that our courtesy campaign is taking root and bearing fruit. Every day many letters are received from pleased passengers, and nearly every letter refers specifically to some Passenger Representative, Ticket Seller, Sleeping Car Conductor, Dining Car Steward or Porter, as having given exceptionally courteous service. We occasionally receive letters reporting

discourtesy, but happily these are few and far between.

So let's make it one hundred percent by bearing in mind EVERY minute of EVERY day that a friendly attitude toward EVERY passenger on the part of EVERY C. M. & St. P. employe with whom the passenger comes in contact, from the beginning to the end of his journey will bring excellent returns in a business way. THAT'S ATMOSPHERE."

It is gratifying to the employes to find out that their efforts to build up the passenger business of the railroad, by dispensing COURTESY, which in the last analysis, is just being kindly and helpful and always ready to render assistance, is having good effect. One always knows that such qualities bring good returns, but it is pleasant to have it known and appreciated by our officials. As Mr. Dixon says, let's keep it up and make it one hundred percent, now and always.

Memorial to

MR. NELSON W. PIERCE

Veteran Agent, Chicago Station

Adopted at Meeting of Freight Agents Association of Chicago, Ill., on September 16th, 1927

Mr. Nelson W. Pierce.

Born April 10, 1848.

Passed on September 3, 1927.

Age, seventy-nine years, four months, twenty-three days.

If he had lived seven more days, he would have been married fifty-five years. To this union five children were born; three boys and two girls. The widow and all children, who have grown to manhood and womanhood, survive him.

Mr. Pierce came to Chicago from Madison, Wisconsin early in 1897 and was elected a member of our Association on April 2, 1897. He served as Vice-President in 1908 and as President in 1909.

Fifteen active and honorary members attended his funeral, three of whom are present officers and eight past Presidents.

Since January 1st, 1919 there have been held 196 meetings of our Association, 152 of which were attended by Mr. Pierce.

His early days were spent largely in Wisconsin. His large circle of friends included not only high officials of the company that he so ably represented for so many years, but State and National Characters, well and favorably known in various fields of activity, political, educational, literary and scientific.

The record briefly cited serves to emphasize the loyalty, fidelity and constancy of purpose of him whom we are called upon this day to mourn, THEREFORE

BE IT RESOLVED that in the passing of Mr. Pierce, we have lost a kind, true and faithful friend and co-worker.

G. B. Ingersoll,
John Draper,
E. L. Kemp, Chairman,
Special Committee.

VETERAN EMPLOYEES ASSOCIATION

of the

CHICAGO, MILWAUKEE & ST. PAUL RY.

TREASURER'S REPORT — covering period of Aug. 16, 1926 to Sept. 1, 1927

INCOME ACCOUNT

Receipts from	
Initiation Fees	\$ 578.00
Dues paid by Members	4,406.00
Overpayment of Dues	15.15
Sale of Membership Buttons	13.00
Sale of Cigars left over from 1926 Dinner	13.00
Amount remitted by members for account of Milwaukee Employes Pension Ass'n.	28.15
Miscellaneous Receipts	1.27
Sale of Tickets for 1926 Annual Dinner	1,045.00
Interest on Investments	193.75
Total Receipts	\$ 6,203.32

Disbursements for

Expenses in connection with 1926 Dinner	\$ 3,728.67
Printing and Stationery	380.14
Office Supplies	6.65
Postage	203.12
Secretary's Salary	600.00
Auditing of Books	10.00
Refund of Overpayment of Dues	15.15
Milwaukee Employes Pension Ass'n.	28.15
Refund of Fees and Dues a/c Ineligibility	2.00
H. H. Hammersmith for Membership buttons	274.00
Miscellaneous Expenses	3.75
Bank Exchange	39.15
Check returned by Bank Unpaid	3.00
Total Disbursements	\$ 5,293.78

NET INCOME FOR PERIOD \$ 999.54

VETERAN EMPLOYEES ASSOCIATION

of the

CHICAGO, MILWAUKEE & ST. PAUL RY.

TREASURER'S REPORT — covering period of Aug. 16, 1926 to Sept. 1, 1927

CASH RECEIPTS AND DISBURSEMENTS

RECEIPTS

Cash Receipts during period, covering sundry items as detailed on Sheet No. 1 under heading of "Income"	\$ 6,203.32
Proceeds from Certificate of Deposit, issued by State Bank of Chicago, dated May 11, 1926 and cashed September 10, 1926	3,535.00
TOTAL CASH RECEIPTS	\$ 9,828.32

DISBURSEMENTS

Cash Disbursements made during period, as per detailed items shown on Sheet No. 1	\$ 5,293.78
Cash to State Bank of Chicago, for Certificate of Deposit, dated March 7th, 1927	4,000.00
TOTAL CASH DISBURSEMENTS	\$ 9,293.78

Net Cash Balance for period	\$ 534.54
1926 Balance forwarded	1,055.86
BALANCE in Bank and on hand, as of Sept., 1927	\$ 1,589.90

VETERAN EMPLOYEES ASSOCIATION

of the

CHICAGO, MILWAUKEE & ST. PAUL RY.

TREASURER'S REPORT — covering period of Aug. 16, 1926 to Sept. 1, 1927

— STATEMENT of CONDITION —

as at

— September 1st, 1927 —

NET WORTH, as at August 16th, 1926	
Cash on hand and in Bank	\$1,035.26
Invested in Securities	7,035.00
	\$8,070.36

Net Income for period of Aug. 16, 1926
to Sept. 1, 1927, per Sheet No. 1 \$ 909.54

NET WORTH, as at September 1st, 1927 \$9 089.90

Made up as follows:

Invested in Securities, as follows:

U. S. Liberty Bonds No. A-00812461	\$ 500.00
U. S. Liberty Bonds No. B-00812462	500.00
U. S. Liberty Bonds No. C-00812463	500.00
University Ct. Apt. Bonds No. 64-65-66-67	2,000.00
State Bank of Chicago, Certificate of Deposit dated 3-7-27	4,000.00

Total Invested in Securities \$7,500.00

Cash on hand and in Bank 1,589.90

\$9,089.90

SPORTS

Chicago League Notes

THEY'RE off! The Car Accountants and the officers are tied for the lead but the home stretch is a long ways off so watch out for the long shots, they may be holding their speed for the last dash.

There have been so many low team scores that it is impossible to give them all honorable mention but we do not want to slight the records captured by F. D. Dale who rolled the large total of 666.

We do not know the habits of one Chas. Preihs so we cannot offer any remedies however we do know that his ball has been soaked in embalming fluid or something similar to that. We have had high scores before, but we believe Chuck has set a record that will last thru several eras of time, really it was an unusual feat in view of the fact that he had everything

except a spare or a strike and piled up a total of 82. The Comptrollers team wish to thank Mr. Preihs however as that was one of three out of twelve games they have been able to win.

A. E. Peterson or was it Bill Hettinger that had the honor of throwing the first ball in the gutter, if both of them actually cleaned the gutter, then they will have to fight it out for the honors.

Old Man Consistency himself Mr. Treskett is showing the way with a nice average of 192. Herman is a fast starter and we believe it because when anyone knocks over 618 sticks in 92° weather he must be something, we haven't time to figure out what it is.

There are many new faces in the League this year and apparently it is not as fast as last years, however, everyone seems to be enjoying themselves, and no one is yelping. What

CHICAGO LEAGUE STANDING

	Won	Lost	High	Average
Car Accountants	10	5	939	848
Officers	10	5	873	818
Ticket Auditor	9	6	917	843
Freight Auditor	9	6	949	826
Records	7	8	938	810
Auditor Investment	6	9	988	846
Ass't. Comptroller	6	9	882	820
Comptroller	3	12	895	789

INDIVIDUAL AVERAGES

Treskett	15	234	192—2
Gentz	12	234	186—8
Albright	15	217	185-13
Mohr	15	220	179—7
Gavin	15	220	179
Dale	12	205	178—5
Gumz	15	232	175-13
Schell	15	228	175—1
Krumrei	15	209	173-12
Ramsey	15	205	172—7

HIGH TEAM AVERAGE

Ticket Auditor	2713
Car Accountants	2663
Auditor Investments	2653

HIGH TEAM GAME

Auditor Investment	988
Freight Auditor	949
Car Accountant	939

HIGH INDIVIDUAL AVERAGE

Gavin	213—2
Treskett	212—2

HIGH INDIVIDUAL SCORE

Patrickus	236
Treskett	234
Gentz	234

a relief for once. Looks like we have teams that will stick this year.

We have not been able to get a real line on the individuals as everyone seems slow in starting, however, everyone should get in trim for Tuesday Nov. 22 as that will be turkey night. Two ten pounders boys, someone will have a real dinner.

Nuff said for the first edition. We are always looking for articles, so give some of your friends a write-up. Hand it to the Secretary of your League and he will see that it gets in the proper column.

H&D Division

Maude Hamlin, Correspondent

WELL, I'm glad that's over. Oh, I mean that dreadfully hot weather we had in September—wasn't that the weeds! Couldn't concentrate or anything, the best one could do was try to get along with ones self. Now that cooler weather is here, will give you a few "hows" and "whys" of the old H&D Division.

Say, if you could only have seen the wheat trains we have been hauling! *Nothing but* wheat made up whole trains, and it was a sight for sore eyes to see them coming right down the main line, a stop here and there—not many—getting the commodity to its destination in record time. And the stock! Why, they don't have time to know what it's all about before they are out of our hands and in the yards they were destined for. In fact business has been mighty good for several weeks and indications are that it will keep up pretty well toward Christmas

Safety First meeting held at Montevideo on Sept 20th was well attended as usual. "Rudy" is trying his hand at taking the notes at the meetings held at Montevideo, and there isn't much that he misses.

"Heinie" Stromquist, our genial Express Agent, took a nice vacation not long ago, visiting Chicago, Milwaukee and Lake City for ten days or so.

Former Roundhouse Foreman, J. L. Brossard, now of St. Paul also visited us during the Fair Days, and reports a splendid time with all his old cronies.

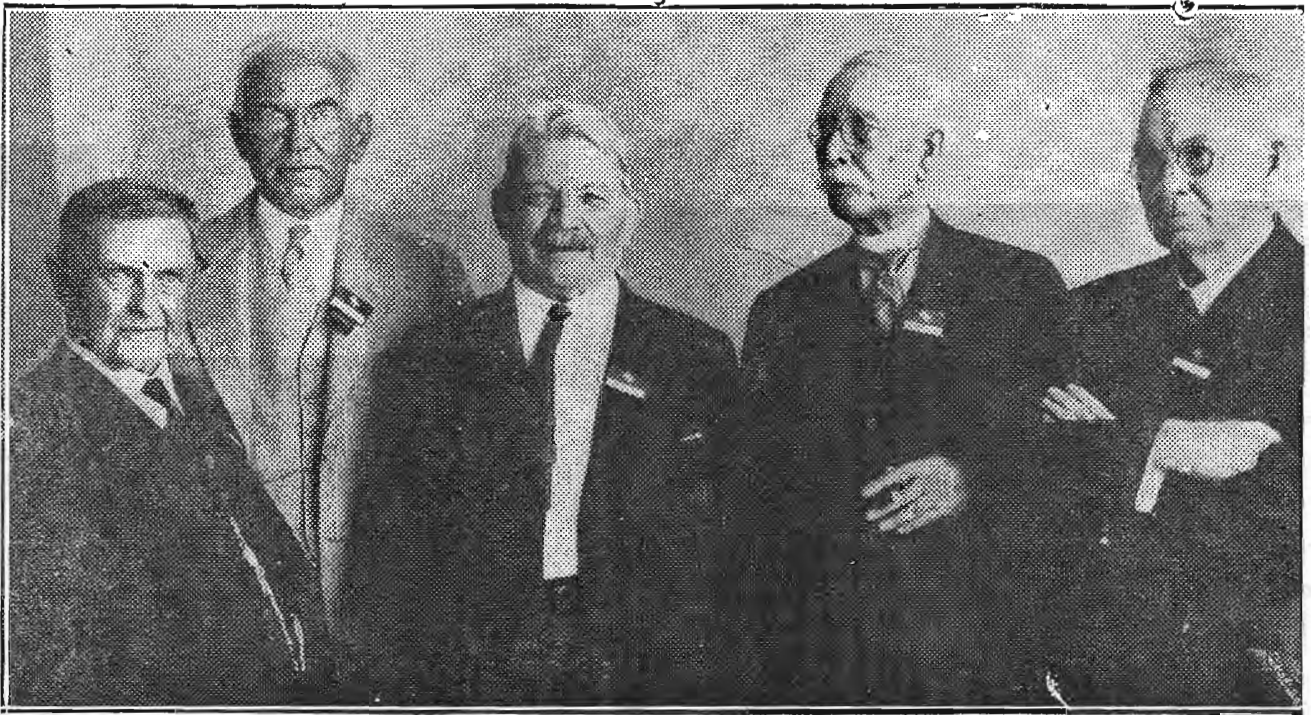
Master Mechanic G. P. Hodges with his wife and daughters, Hazel and Mildred, visited at the home of Mr. A. A. Ricks and Glenn Tucker the first part of September. Mr. Hodges was formerly engineer on the H&D.

Ed Reeves, Yardmaster for the Southern Pacific Railroad in Colton, Calif., spent several days in Montevideo and vicinity, talking with old friends and acquaintances. Ed. was formerly one of the H&D boys and says he enjoyed meeting and talking over old times with the H&D family.

Engr. Steve Brophy also returned just lately from California where he spent a month or so, basking in the sunshine and climate.

Next time you come thru the home terminal, you won't find those little yellow box cars snuggled up beside the Van Noy building, 'cause they are to be moved in a few days, and their removal will greatly improve the general appearance of the Railroad property here.

On account of rather quiet business in August, a number of the force at Montevideo roundhouse were layed off temporarily. Machinist Joe Lewis was transferred to Austin shops for a time and left here to take up his new duties in Austin.



Five Well Known "Vets" at the Convention. L to R, John M. Horan, J. T. Gillick, John Asplin, J. J. Hennessey and Charles W. Mitchell

The Eye of the I&D

F. E. P.

THE Indian Summer weather is here now and it surely is hard to work. Mother Nature can just keep up the beautiful fall weather. We won't kick a bit.

Engineer Wm. Barber of the Iowa Division was a visitor here at Mitchell the past two days in the interest of the Employes Pension and signed up a large number of cards. He wishes to thank one and all for the interest shown in behalf of our Pension.

Machinist Emil Helander at Mitchell is a real sportsman. He likes to fish and hunt but rumors are that he is very near sighted. The other day Emil was out hunting pheasants and at the end of the hunt he was unloading his coat and along with the pheasants he had picked up two large rocks weighing about four pounds apiece. Some pheasants. Oh, yes, Emil is planning on buying a new "Ford" the kind without crank or starter. Well, Emil knows how to start it? ? ?

Mr. W. Ryan, Steward on the diner Glacier, took a few days of much needed rest the last of the month and was relieved by Mr. E. C. Strand.

Night roundhouse foreman Adam Herbrner and wife are the proud parents of a baby girl born at their home on Sept. 20th. Congratulations. The candy and cigars were fine.

S. M. Grundland and wife have returned to Mitchell from a three months trip in the west. Mr. Grundland is now on No. 11 and 22 west of Mitchell.

Store keeper Jack West at Mitchell has been on the sick list for the past ten days, but we saw him hobbling around today. Better be careful Jack and take it easy for awhile.

Larry Boland is showing the kind of a pipe that the smart set will smoke this fall. Bet he hasn't told his Frau the price of it yet.

Carl Anderson, relief operator on the west I&D was one of the fortunate ones on this division to attend the big fight in Chicago

last month. Anyone desiring first rate information can obtain it from Carl.

Of all the betting going on at Mitchell roundhouse lately. First it was the Dempsey-Tunney fight, then the World Series—We wonder what next.

They say C. H. Bradbury, RHF at Mitchell, can surely hit the mark when it comes to shooting. If you don't believe this ask his wife.

R. W. Anderson, SMP., was on a hunting trip at Tulare this month—and I guess he had the surprise of his life when that young farm lad shot his pipe from his mouth. We are glad he received no serious injuries. Better be careful next time.

Since the dining car has been taken off of the Sioux—No. 11 stops at Murdo for supper and No. 22 stops at Kennebec for breakfast.

We are glad to see LaVern English back on the job again after being off for about three months on account of illness.

A young lady made her appearance at the home of Mr. and Mrs. George Ganschow at 1 A.M. Oct. 18th. Congratulations.

Mrs. Chas. Sloan, wife of Conductor Sloan, is ill at Rochester, Minn. Reports are that she is doing nicely. We wish her a speedy recovery.

C. H. Bradbury's idea of heaven: An alarm clock and a cup of coffee.

"THE UNEXPECTED HAPPENED—ONCE"

When Ed. Wright got a hair cut.

When Laurence Erskine came to work on time.

When Philip West forgot to call "Sugar" up at noon.

When Lyle Paullin forgot to "chaw" gum.

When Pete Suckey read his bible the first thing in the morning.

When Harry Binderup forgot to kid the "girls."

When Earl Jefferson forgot to say "Hello neighbor to CHB."

When Perry and Irene did not quarrel after work.

When Emmar Reyner forgot to blush.

Roundhouse Bill Board

Don't miss seeing John Lindahl in Peck's Bad Boy.

See William Schirmer in "The Woman Hater."

Ray Schlitz is being featured in "Please May I go Home"—A Big Hit.

Guess Who

Here's to Helen H, a smiling young maid with a smile,

That can break any bearer down;

When she smiles on the boys, it's the same as on girls,

Why her dimples dispel every frown.

And her Friend, Miss Emma, a girl with a mind,

And with character wearing no mask,

You can trust her to do anything that she's told,

And she won't shrink a mite from the task.

J. Ollinger to Mach. Van Norman:

J.O.: Van, what makes those red spots on your nose?

Van.: Glasses, Jim, Glasses.

J.O.: Glasses! Glasses of what?

Wanted: Formula for developing conversation with girls: Paul Ewert.

Engr. Charles Hyde has just returned from Mud Bathin—Minn. and was heard to say in the office the other day: "Speaking of Baths—Well I bathed in-in-in the spring of '76.

Louis Haff was considering taking vocal lessons and this is the conversation which passed between Louis and Cecil Kellar in the office:

L.I.: Cecil, do you think I will ever be able to do anything with my voice?

C.K.: Oh, yes, it might come handy in case of fire or shipwreck.

Current Railroad Topics

WHO OWN THE RAILROADS?

Eastern Railroads Point Out That Properties Are Publicly Owned; Holdings of Insurance Companies and Savings Banks Are Large

The following statement is one of a series of "Railroad Facts," just issued in pamphlet form by the Committee on Public Relations of the Eastern Railroads.

The other subjects discussed include: "What Is the Value of the Railroads?"; "Railroad Tax Burdens"; "Freight Rates"; "Does 'Watered Stock' Affect Rates?" and "Have the Railroads a 'Guarantee'?" Copies of this pamphlet will be sent free upon request to the Committee.

AMERICAN railroads are publicly owned. Figures compiled from the official reports of the Interstate Commerce Commission show that on December 31, 1925, there were 868,601 holders of the capital stock of all steam railroads in the United States. (This figure does not include approximately 50,000 railroad employees buying stock on instalments.) The par value of outstanding railroad stock held by these 868,601 owners was \$9,621,780,069. On a basis of \$100 par value, the average holdings of each owner were slightly more than 100 shares—111 shares to be exact.

Not Including the Million Bondholders

These figures take no account of the million or more of railroad bondholders, scattered all over the United States, whose interest in the financial success of the railroads is equally as great as that of the stockholders.

Insurance companies and savings banks are particularly large owners of railroad securities. This means that the holders and beneficiaries of more than 17,000,000 life insurance policies; the holders and beneficiaries of over 54,000,000 industrial insurance policies; and the 46,000,000 savings bank depositors also are financially interested in the successful operation of the railroads.

One-Third of College Endowments Invested in Rail Securities

At least one dollar out of every five included in the insurance and savings account is protected by railroad investment. Almost one-third of the endowments of our colleges and universities are invested in railroad securities.

Thus the money received by the railroads each year again returns—directly, or indirectly—to practically every responsible person in the United States.

Public Regulation Affects Many People

On account of this real ownership of the railroads the effects of public regulation are felt not by any small group but by people in every walk of life.

Constructive regulation recognizes that adequate investment of the people's savings in railroad facilities must be encouraged; that rates must be relatively stable; that they must be fair to the investor as well as to the shipper; and aims at the least amount of regulation consistent with the protection of the public interest.

The rate of return earned on property investment in the first eight months of 1927 and 1926 is shown below by regions and districts. These averages are on an annual basis:

Region	1927	1926
New England	4.81%	5.02%
Great Lakes	4.88	5.60
Central Eastern	4.92	5.24
Pocahontas	8.39	8.80
Total Eastern Dist.	5.22	5.69
Total Southern Dist.	4.67	5.77
Northwestern	2.99	3.70
Central Western	3.92	4.54
Southwestern	4.03	4.59
Total Western Dist.	3.65	4.28
United States	4.52	5.13

Trains on approximately 60 per cent of the total mileage of this country are now being handled by means of telephone, according to reports submitted to the eleventh annual convention of the Telegraph & Telephone Section of the American Railway Association.

Miles of road over which trains are being operated by means of orders transmitted by telephone totaled 143,324 on January 1, 1927, according to the report submitted by the Committee on Communication. Compared with January 1, 1926, this was an increase of 3,364 miles and an increase of 23,770 miles compared with January 1, 1920.

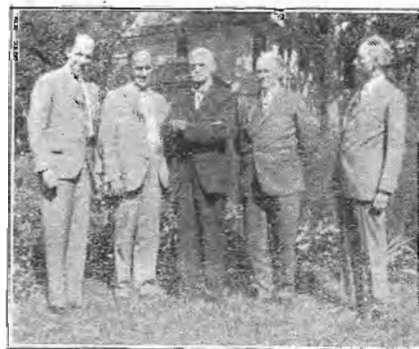
While the use of the telephone for the transmission of train orders is increasing, the report showed that the use of the telegraph for that purpose is decreasing almost proportionately. On January 1, 1927, miles of road on which train orders were being transmitted by telegraph totaled 113,659 compared with 118,628 miles on January 1, 1926, and 134,667 miles on January 1, 1920, or a reduction compared with seven years ago of sixteen per cent.

Prior to 1908, train orders were handled almost exclusively by means of telegraph but since that time there has been a rapid development of telephone service on the railroads so that not only are orders regulating train movements now largely handled by telephone but also general communications.

In using the telephone instead of the telegraph for train dispatching, the information is transmitted in less time, less training is required to handle the telephone efficiently and there is less physical and mental strain on the dispatchers in making the calls and transmitting the orders, at the same time, operators, who have become incapacitated as capable telegraph operators, due to "operator's cramps" are still competent to handle efficiently the business by telephone. In the event of emergencies in train operation, the train conductor or engineman, using a way station or portable telephone, can give first hand information to the dispatcher or superintendent more intelligently and in less time than by telegraph.

On account of the increased efficiency and greater ease in handling train operations with the telephone, a dispatcher can handle a longer length of line than would be possible by telegraph and with little or no increased effort.

In some busy signal towers, especially at terminals where there are heavy train movements, requiring an operator and a leverman, the use of the "loud speaker" enables the leverman to keep posted constantly and to anticipate certain train movements so that he can more quickly line up such movement when directed by the operator, thus saving seconds or minutes which are important. Through the use of portable sets, section men, bridge and building gangs and others at work along the right of way can also keep in constant communication with headquarters. The use of the telephone also enables the railroads to bring about many other efficiencies and economies which otherwise would not be possible.



The Ingraham Family

Above are Mr. S. C. Ingraham of Libertyville, Ill., on his 76th birthday, with his four sons, Messrs. Ira J., S. Bert, Superintendent W. F. and Garland S. Ingraham; at the family reunion on the occasion of the father's birthday, Sept. 18th, 1927.



Safety First as a Habit

WE start very early in life to form habits, and as we grow older and continue in certain modes of living, character and personality are formed. Our every day life is more of a habit than most of us realize. The wise thing to do is analyze yourself; see yourself as others see you, and determine, if possible, your habits and if they are along Safety First lines. A habit once formed is hard to change, but if you have an unsafe habit it is better to change now than to put it off until you become crippled for life.

If you see a workman using heavy tools on light work, or working in an angry mood with a "come or bust" determination, you will say he is an unsafe man to work with or be around, because the "bust" might come first, and someone would get injured. If you find yourself in this habit, get out of it. Get the habit of safe-guarding yourself and you will thereby safeguard the other fellow.

Why are Workmen Careless?

Perhaps "careless" is not just the right word to use in this case, as I don't want to cite merely the cases in which men really don't care. I want to include, also, the cases in which they are thoughtless and inattentive—cases in which, as the saying goes, their wits have gone "wool gathering." If you will bear this explanation in mind, however, I shall not need to hunt for a more exact and comprehensive word to fit the case with greater precision.

Of course, there isn't any one reason why men are careless in this extended sense of the word. Perhaps they are sick, tired, or worried about something, so that their faculties are not as keen and active as they ought to be. I realize all that. But there is one big reason that is responsible for a great deal of carelessness, and deliberate chance-taking, and I want to preach a little sermon about this subject.

Contempt for Hazards

Men are careless and thoughtless, even though they know quite well that the things they are doing are dangerous. They grow to have a contempt for hazards with which they are familiar in their every-day work. Why is it so? Why will a man deliberately do a hazardous thing, when he knows that thousands of others have been injured, or even killed, just because they did that very same thing? If he should receive a cold-blooded proposal to give up his right hand (for example) in return for the privilege of doing a certain thing with it exactly one hundred times, he would not listen to the proposition for a mo-

ment. He wouldn't trade his right hand for any specified number of such privileges. Yet he will stake that right hand in a sort of game of chance, in which, though the odds are in his favor, he is bound to lose if he plays long enough. You all know of stories of the long ago, in which the devil plays a game of chance with a man, with the man's soul as a stake. Of course, we know that nothing of that kind ever happened; but somehow or other I can't help thinking of such stories when I see a man taking foolish chances. Why is he ready to gamble—with his hand, or his eyesight, or his life as the stake that he stands to lose—when the stake that he hopes to win is so incredibly small he could hardly tell you what it is?

Lessons that are Unlearned

The answer is reasonably plain, and thereby hangs a tale. He knows that fearsome things happen in our industrial plants, on our public highways, and in our homes; but he does not learn a profitable lesson from them because he will not believe, in his heart, that they can ever bring disaster to him. He says to himself, in unworded thought, "This thing may happen to John, or Tom, or Bill, or Dick; but it will never happen to me." He regards himself as a thing apart—an exception—a "singularity" (as the mathematician, would say)—something to which the rule doesn't apply. What divine revelation has he had, that would justify this confidence in his immunity? None. His view merely represents lack of reflection—lack of true understanding of things-as-they-are.

The careless man looks out through the windows of his eyes and watches the procession of life go by; and as he does so he agrees that statistics apply to this external living stream, but he does not realize that he is a part of that stream, and he says, "This thing will never happen to me." He doesn't really say it, nor even think it in a conscious way; but that is his state of mind. He forgets that he is an external object to every other person who is looking out upon the human stream and he does not realize that every one of those other persons feel in just the same way—"This will never happen to me."

Price of Experience

"Experience is the best teacher," says the old saw. Do not forget the other equally true saying that "Experience teaches dearly," and do not forget that the experience from which we learn need not be our own personal experience. That is a very important point. The little child, new to the world, sometimes has to burn himself a bit before he understands that fire is hot, painful and destructive. But the reasoning powers of the child are

not yet developed, and the idea of learning from the experience of somebody else—learning the other man's lesson, as we may say—means little or nothing to him. He has to put the question directly to nature before he is fully convinced. Surely, however, when we have grown up to man's estate we ought to have judgment enough to learn what is wise and sane and rational, by finding out what the experiences of others have been, and basing our conduct upon that. And this means that when we know that other men meet with accidents about once in so often, in consequence of doing the risky thing that we are tempted to do, we ought to govern ourselves accordingly without waiting till we have the same trouble.

When we look over the records of the past year and see how many men and women were wrong in supposing that things would not happen to them, we know, with mathematical certainty that pretty soon much the same number of us, who are now deluding ourselves with this same false doctrine, are going to be either rudely awakened, or else forever put to sleep, in the same way this coming year. We know the experience is coming, and we know just about how many it is coming to. The only things we don't know about it are the names of the ones that are going to get caught. We are ignorant of the names of the unfortunate ones, though we may be fairly well assured that they are complacently saying in their own hearts at this very moment, "This can never happen to me."

Must Realize Danger

We may surround dangerous regions with guards. We may increase the factors of safety on every one of our machines and other structures. We may provide traffic policemen in all our back alleys, and we may take every step that has ever been suggested for promoting safety; but in spite of all this work we shall be only partly successful in the fight for safety, until the time comes when every man will cease to govern himself according to the principal, "This will never happen to me," and will believe instead with all his heart and soul and understanding, "This thing is very likely indeed to happen to me if I don't take care."

SAFETY STOPS SORROW

A little girl had been allowed by her mother to visit the minister's family and stay for dinner. After the preacher had finished asking the blessing, the child said:

"That isn't the way my papa asks a blessing."

"And how does your papa ask a blessing?" inquired the minister.

"Why, he just says, 'Good God, what a meal!'"



Mr. K. F. Nystrom

K. F. Nystrom, engineer of motive power and rolling stock, at Chicago, has been promoted to Supt. of Car Department, with headquarters at Milwaukee, Wis., succeeding C. G. Juneau, deceased. The position of engineer of motive power and rolling stock has been abolished. Mr. Nystrom was born in September, 1881, in Sweden, graduating from a Swedish university in 1904 as a mechanical engineer. Soon after coming to the United States in November, 1905, Mr. Nystrom entered the service of the Pressed Steel Car Company as a draftsman, where he remained until February, 1909, when he joined the engineering staff of the Pullman Company. In September of the same year he entered the electrical department of the Southern Pacific, becoming assistant mechanical engineer of the American Car & Foundry Company in June, 1911, and mechanical engineer of the Acme Supply Company, Chicago, in July, 1912. Mr. Nystrom returned to railway service in September, 1913, when he was appointed chief draftsman of the car department of the Grand Trunk, with headquarters at Montreal, Que., remaining in that position until November, 1918, when he was appointed to a similar post on the Canadian Pacific. In January, 1920, he returned to the Grand Trunk as engineer of car construction. Mr. Nystrom's connection with the Milwaukee began in January, 1922, when he was appointed engineer of car design. He was promoted to engineer of motive power and rolling stock at Chicago in January, 1925. He was promoted to Master Car Builder of this railroad July 9th, 1927, and Supt. Car Department September 15th, 1927.

John M. Brown Appointed Agent at Janesville

JOHN M. Brown, for more than sixteen years in station service has been appointed Agent at Janesville, Wisconsin, to succeed the

late Fred W. Zimmerman. Mr. Brown was born in Janesville thirty-six years ago and two days after he was graduated from the Janesville High School, he entered the service of the Milwaukee Road, as call boy and car clerk under Mr. Zimmerman, which position he held for two years when he was promoted to billing clerk in the freight office. He successively occupied various positions in that branch of the service, becoming chief clerk in Mr. Zimmerman's office, and on November 4th, 1926, became Assistant Agent, when Mr. Zimmerman's health forced him to take a temporary rest. He was acting agent throughout Mr. Zimmerman's prolonged retirement and at his death succeeded to the position of Agent.

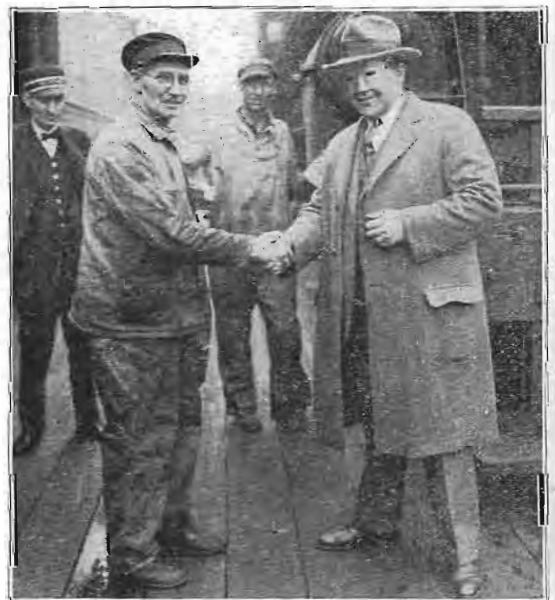
Mr. Brown enjoys the friendship and confidence of the Janesville public and his loyalty and affection for his late employer during all of his illness endeared him to all.

The Silver Masked Tenor Radio Celebrity a Passenger on Milwaukee Train

THE gentleman who, in the photograph below, seems to be smiling behind his silver mask, is a Radio Mystery. He, as you gather, travels incog; and not even when he climbs onto the pilot of the locomotive to hobnob with the engineer and the fireman, does he reveal himself. He is, however, a radio star of the first magnitude, and even though he does not allow his identity to be disclosed, he does reveal at least, his wonder voice every Wednesday night when he sings with the Silvertown Orchestra from WEAf, New York. Between times he hops about the country to attend radio shows and that like. He was returning from a show in St. Paul, on the Twin City—Chicago Special, one September morn this Fall, when he obligingly posed for this picture by the locomotive, with Engineer Goldwin Coad and Fireman Honeyager of Milwaukee. It's a unique stunt, this hiding (?) behind a silvery mask, but we're glad at least that he doesn't mask his silver-toned voice.

Wouldn't you like to know his name? So would a lot of other people, but he is not broadcasting that kind of news it appears, for when he is asked that particular question, he smilingly says "I am The Silver Masked Tenor. Everybody knows me by that name"; and that's all.

The masked celebrity expressed himself as highly pleased with Milwaukee service and said he was having a most delightful journey with us. He looks very well pleased, as far as anyone can judge.



Our Town

By Mrs. L. B. Beckwith, Marquette, Ia.

If East on Clayton County's map
You see a little dot
That means there is a little town,
At which you ought to stop.
That's our town.

If you see a sign reads "Oakcrest"
As you enter on a road
And then you see a pontoon bridge,
Where the Mississippi flows,
That's our town.

If you get a friendly smile to you,
A stranger, on the street,
And you feel a friendly feeling,
When our people you may meet
That's our town.

If you see a nice large depot,
On which we look with pride
And C. M. & St. Paul coaches
In which you'd like to ride
That's our town.

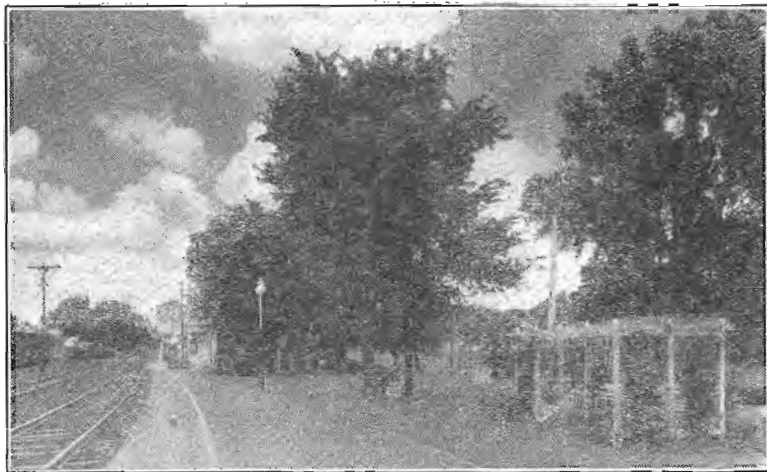
If you see a busy railroad yard,
With trains from all directions,
You'll know this is the terminal
Where you make all connections
From our town.

Trains leave for all directions
North, South, and East and West
And when it comes to railroads,
We only have the best;
At our town.

If you look, a nice new building,
By the railroad can be seen
Milwaukee Women's Club House
And we know you'll think its keen
From our town.

If you see that you have landed
On the spot where nature smiles,
For she has smiled around us
For many, many, miles
That's our town.

So do not stop and wonder
For you can make a bet,
From the scenery all around you,
You have landed in Marquette
That's our town.



Station Park, Excelsior Springs, Mo.



The Rose Arbor, Station Park, Excelsior Springs

A Beautiful Station Setting

ONE of the most beautiful settings of a railway station in the entire state of Missouri is that of the Chicago, Milwaukee & St. Paul station in Excelsior Springs.

The station is surrounded by a beautiful park, in which flowers bloom in profusion.

A rose arbor has been constructed on the inviting spot and tempting benches lure to the shade of the lofty trees growing all around.

The station building has been newly painted inside and out—and right here is a remarkable state of affairs. The paint used on the Excelsior Springs station is white and not the usual color used on the Milwaukee stations. And thereby hangs a story—of a woman, of course.

For the past eighteen years Mr. H. F. Owen has been the agent of the railroad company at the Springs, and he and Mrs. Owen occupy rooms above the station, which are most attractively arranged for convenience and comfort.

Mrs. Owen wanted the station painted, which of itself is not strange and something not hard of accomplishment. But she wanted it painted white—and that is another story altogether. White is not the accepted color for the painting of Milwaukee stations—

everyone familiar with Milwaukee stations know.

But Mrs. Owen was persistent—as women often are—and in her case her persistence was superior to railway custom—for after many months of endeavor she accomplished her purpose and the station became a symphony in white—inside and out.

And another thing, Mrs. Owen wanted white awning striped with black and white. This, too, after much effort, was accomplished and now the black in the awnings harmonizes nicely with the black screens—for every door and window is screened.

In the hours off duty, Mr. Owen finds plenty of “golfing” in his well kept garden, which yields its fruit in season.

Mr. Owen also keeps a cow, and her neatly painted shed is a fit companion to the likewise neatly painted chicken house. The white color scheme is also carried out in the chickens, and the white chickens wandering over the green grass afford a beautiful sight to the visitor.

But it was not always thus.

Mr. and Mrs. Owen secured fifteen hundred loads of dirt with which to bring the station lawn up to its present attractive aspect, and each year additional flowers and shrubbery are set

out, until the place presents a most striking and pleasing appearance.

Station Yard at Chillicothe

WITH that hearty co-operation of the women of the Milwaukee which is usually found whenever the interests of the “road” are at stake, Roadmaster A. C. Tubaugh of the Ottumwa-Kansas City division, with headquarters in Chillicothe, has been able to make improvements and beautify the grounds surrounding the passenger station and freight depot at that place.

This ground which is a block long and several hundred feet wide, is known as “Milwaukee Park” and lies just west of the old office building, and between the passenger station and the freight depot. This land had been allowed to grow rank with grass and weeds, and did not present a very lovely appearance to the passengers as they went to and from the station.

So, just as soon as possible after Roadmaster Tubaugh came to Chillicothe—he arrived May 23, 1927—he began to lay plans to correct this condition. After the grass had been cut, flower beds were laid out and made in this plot of ground. And here is where the aid of the Milwaukee women came in. Tubaugh had the flower beds, but he didn't have the posies. Accordingly, he called on some of the employees of the road wives for help. Mrs. Walter Brockman, wife of the passenger and freight agent, Mrs. John Lemon, wife of foreman of pumps for this division, and Mrs. Clarence Brown, wife of the first trick operator, robbed their own flower beds, and begged from their friends, until these large flower beds were filled with summer's they went to and from the station.

And now that the “frost is on the pumpkin”, the flowers which will keep through the winter, such as begonias, geraniums, foliage plants, have been taken up and placed in window boxes which have just been built in the passenger station waiting room. In addition to the flowers brought in from these flower beds, friends of the Milwaukee have given some lovely flowers and plants to Mrs. Brockman, who has supervision of the care of these potted plants through the winter.

Next spring at the sign of the very first robin, Roadmaster Tubaugh and these flower loving women are planning for better and larger displays of flowers in the park, and for other improvements to make this place a beauty spot. One of the plans includes an attractive pergola which will add greatly to the general appearance of the entire grounds. This will be constructed under the eye of Jesse Epperson, of the Bridge and Building department of this division.

The Other View

Mandy: “Nigger, doan' yo go bettin' on any hoss races.”

Rastus: “But lissen, gal; does Ah win, Ah buys yo' a new ruby ring.”

Mandy: “Yeh, an' does yo' lose; Ah buys me a new wash tub!”

Leaves From An Old File

OUT from an old and dust-covered file in the "back office" somewhere, come some leaves that carry "Old-Timer" back to the days of long ago, and he sends them on to the Magazine to pleasure others of his day and generation who carried on for The Milwaukee "way back when".

Leaf No. 1 is an old circular with a familiar signature. It reads:

Marion Extension Division

July 17th, 1882

Mr. Alonzo G. Gibbs has been appointed agent at MARTHA in place of.....
Appointment to take effect this date.

(Signed) **A. J. EARLING**
Ass't Superintendent

Leaf No. 2 is on the letter head of the Chicago, Milwaukee & St. Paul Railway, "Office of Assistant General Passenger Agent," while on margin is lettered, "A. V. H. Carpenter, General Passenger & Ticket Agent (and on the other, James D. Brown, Assistant General Passenger Agent." The picturesque old title "The River Bank Route" follows and the letter which follows is dated at St. Paul, Minn., Sept. 27th, 1882.

To
D. A. Olin, Esq.,
Supt. R. & S. W. Div'n.
Racine.

Dear Sir:

If entirely constant will you please send trip pass, Savanna to Rock Island and return for Mrs. G. R. Swartz and daughter,—good sixty days.

Respectfully,
(Signed) **J. D. BROWN**
A. G. P. A.

Those were the days before the I. C. C. and the Pass Bureau, it will be noted, and a pass might be asked and given without such recourse.

Leaf No. 3 turns up an old circular letter "To Ticket Agents," wherein Assistant General Passenger Agent Brown invites attention to the passenger service from the Twin Cities, etc.

Verse

"Blessings" on these lazy bo's
Dirty faces—ragged clothes,
In their un-pressed pantaloons—
Waiting for the whistled tunes,
Of that extra (due at nine)
Waiting for the brake-shoe's grind,
Pull some coal?, don't kid me so—
I'd rather walk, I'd have you know,
It's not that I'm lazy, but my hands are soft,
And the last six months I've had a cough,"
"Say, tallow-pot, will you let me ride?
I'm headed west—where the plains are wide,
I've heard folks say it's the place to go—
When your fever is high and pulse is low,
I'll find an "empty," and stay out of sight
Say, fireboy, can I ride tonight?"

C. S. Wood, Fireman, Ill. Lodge, No. 698

Chicago, Milwaukee & St. Paul Railway.

—+ OFFICE OF +—
ASSISTANT GENERAL PASSENGER AGENT.

ST. PAUL, _____ 188

TO TICKET AGENTS:

In case you desire to secure Sleeping Car accommodations for any of your Friends or Patrons over the Chicago, Milwaukee & St. Paul Railway from St. Paul, if you will wire the following named ticket agents they will take pleasure in carrying out your requests every time with promptness. They have Diagrams of all our Sleeping Car Lines leading from St. Paul, and can locate berths in advance at any time. Address telegrams as follows:

BROWN & KNEBEL,

Ticket Agents, Union Depot

ST. PAUL, MINN.

The Chicago, Milwaukee & St. Paul R'y

PASSENGER TRAINS LEAVE AS FOLLOWS:

ST. LOUIS EXPRESS.

BY WAY OF

WINONA,	LACROSSE,
DUBUQUE,	MCGREGOR,
PRAIRIE DU CHIEN,	ROCK ISLAND

LEAVES ST. PAUL

At 7.10 a. m. except Sunday.

Sleeping Cars, Coaches, Smoking Car, and in fact the whole solid train runs direct through into the Union Depot, St. Louis, arriving there at 8.30 a.m. next morning.

MILWAUKEE AND CHICAGO

DAY EXPRESS.

BY WAY OF

LACROSSE,	KILBOURN CITY,
PORTAGE,	OCONOMOWOC,
AND MILWAUKEE.	

LEAVES ST. PAUL

At 1.45 p. m. except Sunday.

Elegant Sleeping Cars and splendid new Smoking Car right next to Sleepers.

Coaches and Baggage Cars with entire train run through to Chicago, arriving there next morning at 7.00 a.m.

MILWAUKEE AND CHICAGO

NIGHT EXPRESS.

BY WAY OF

WINONA,	LACROSSE,
AND MILWAUKEE.	

LEAVES ST. PAUL

At 8.45 p. m. Daily.

This train always has from two to four Sleepers, also an elegant Smoking Car and fine Coaches. Entire Train runs through to Chicago, arriving there next day at 2.00 p.m.

Marshalltown (Ia.) Express,

BY WAY OF

AUSTIN AND MASON CITY.

LEAVES ST. PAUL

At 7.10 p. m. except Saturday.

Has Sleeping Car through to Marshalltown, Iowa, arriving there next morning at 9.15 a.m.

MILWAUKEE AND CHICAGO

DAY EXPRESS.

BY WAY OF

AUSTIN,	PRAIRIE DU CHIEN,
Madison,	Waukesha,
AND MILWAUKEE.	

LEAVES ST. PAUL

At 8.10 a. m. except Sunday.

This is a day train as far as Prairie du Chien, where a sleeper is taken on, arriving in Chicago at 7.00 a.m.

I shall be glad to have you remember us kindly in your daily sales, and will be pleased to have you call on me when you visit St. Paul.

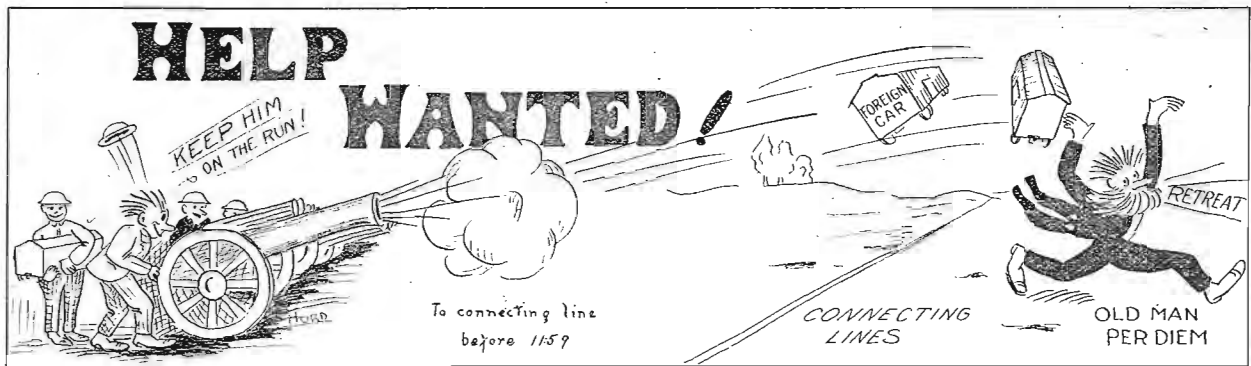
Yours Truly,

Jas. D. Brown

Asst. Gen'l Passenger Ag't
ST. PAUL.

159 East Third Street,

OPPOSITE MERCHANTS HOTEL.



Average Miles Per Car Per Day

IN the "Help Wanted" column of the May issue, the average miles per car per day was discussed and the goal for the year 1927 was set at 40 miles per car per day. The performance during the first eight months this year as is indicated in the tabulation below, is not as good as was anticipated.

	Lines East				Lines West				System			
	1927	1926	1925	1924	1927	1926	1925	1924	1927	1926	1925	1924
January	26.9	23.3	26.8	23.8	32.1	31.4	32.5	30.4	27.8	27.1	27.7	24.9
February	28.9	27.2	25.1	26.3	37.5	37.7	36.7	37.0	30.2	29.0	27.0	28.0
March	29.2	27.3	26.2	25.7	41.1	35.6	32.2	37.9	31.0	28.8	27.3	27.6
April	26.9	27.3	27.0	22.8	42.2	34.8	31.6	32.1	29.3	28.7	27.9	24.4
May	29.0	27.2	27.5	23.8	43.3	34.7	34.0	30.1	31.2	28.6	28.8	25.0
June	29.9	28.0	27.2	23.3	43.6	37.6	35.4	31.9	31.9	29.7	28.6	24.7
July	30.2	28.7	27.6	24.1	39.9	36.2	36.2	30.4	31.8	30.1	29.2	25.1
August	31.0	31.4	30.7	26.2	33.9	37.9	39.6	30.8	31.5	32.7	32.5	27.0
September		33.2	31.5	28.6		40.1	36.5	35.8		34.5	32.6	29.9
October		33.3	32.1	29.4		39.4	33.1	37.7		34.4	32.3	30.9
November		29.5	29.0	26.9		39.4	31.8	31.0		31.1	29.6	27.6
December		27.9	27.5	23.7		32.7	33.3	30.6		28.7	28.5	24.9
Total										30.4	29.3	26.8

The cumulative average during the first eight months this year was 30.9 miles per car per day as compared to 29.4 miles per car per day during the same eight months of 1926, an increase of 1.5 miles.

The performance during the month of August was materially effected by the large number of grain box it was necessary to place in storage in anticipation of the present grain crop and these cars, of course, were making no mileage during the period held awaiting orders. Since September 1, the grain movement while much better than last year was somewhat disappointing due in part to bad weather and roads and it is quite possible that from now on to the end of the year it will show a material increase and in connection with the usual heavy Fall business we ought to be able to make very good mileage during the balance of the year.

At the present time, however, in view of the comparatively light loading it is important that we make the most efficient and intensive use of our system equipment and promptly dispose of foreign cars in accordance with existing instructions which will be of considerable aid in increasing the average miles per car per day.

Everyone should concentrate on the prompt and proper handling of equipment, observing the various items mentioned in the May issue, such as:

1. Avoid accumulating excess cars not required for prompt loading.
2. Accomplish delivery to connecting line prior to midnight.
3. Report foreign cars on FCD sheets on arrival.
4. Move empty and loaded cars on first proper train after ready to go.
5. Urge consignees to promptly unload cars.
6. Secure billing instructions so bills

where offered, what action should be taken?

Answer

Cars should be held and facts reported to connecting line and Transportation Department by wire and proper notice given connecting line in accord with Per Diem Rule 14 account car delivered in error so that we will be protected on our per diem reclaim

can be made and cars moved as soon as ready to go.

7. Place bad order cars on repair tracks promptly and arrange for prompt removal and forwarding as soon as OK.

8. Report loaded cars refused by consignees to Freight Claim Agent and Superintendent immediately.

The above, of course, are simply a few suggestions and there are innumerable other details that should be watched and if properly handled will bring about the desired result.

Question No. 22

Does delay in delivering URT or other such cars loaded or empty to connecting lines incur penalties?

Answer to Madison, Wis.

No per diem involved on privately owned equipment. Important, however, be interchanged promptly account more prompt handling makes more mileage, consequently more earnings to owners causing them to use their influence routing business our Line. Also places us in position to call on private owners for cars to assist in filling our calls during peak loading periods. In addition, as indicated in reply to Question 8 in June issue, increases average mileage per car per day.

Question No. 23

When foreign cars are offered by connecting line empty not properly home routing via our line at the station

from date of receipt until proper disposition is received from connecting line or Transportation Department.

Question No. 24

What action should be taken when empty foreign cars are received at junction points billed from points on our line empty to connecting lines and refused account not properly home routing via those lines?

Answer

Report full facts to Transportation Department by wire, sending original empty car slip to General Superintendent Transportation by mail.

Good Timber

The tree that never had to fight.
For sun and sky and air and light,
That stood out in the open plain,
And always got its share of rain,
Never became a forest king
But lived and died a scrubby thing.
The man who never had to toil,
Who never had to win his share,
Of sun and sky and light and air,
Never became a manly man
But lived and died as he began.
Good timber does not grow in ease;
The stronger wind, the tougher trees.
The farther sky, the greater length;
The more the storm, the more the strength;
By sun and cold, by rain and snows,
In tree or man good timber grows.

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

As Seen By Superintendent Ingraham

AT the September meeting of the Mason City Chapter of the Women's Club, Superintendent Ingraham who had been invited to speak, sent an interesting letter, because of urgent business he was compelled to be elsewhere on that date. Superintendent Ingraham dwelt on the good work of the Women's Club and stressed membership as important at this time. He said that he had visited the different Clubs of the I. & D. Division and was glad to report that they were displaying keen interest in the membership drive, and were all trying to win the cash prize offered by The Magazine.

He said it was confidently expected that in the near future every woman eligible to membership in our Club would be enrolled, and that the men would also contribute to the support of the good work by becoming contributing members. He said he was always glad to boast of the wonderful things accomplished by the women of the I. & D. Division. He said he had learned that the Mason City Chapter did not have the membership it should, and that he hoped that would soon be changed.

By becoming contributing members, he said, the men could show the ladies their appreciation of the splendid work which has already been done, as well as assuring their support for future benefits. No one, Mr. Ingraham asserted, was every truly loved on account of his dollars, but millions of people have loved a man because of something in his heart which showed through and became visible. Doing good work among our own people, is the Club purpose and all should be interested in the welfare of the entire family. Then he recited some of the things which Mason City Chapter, in common with all other Chapters are doing—calling on the sick, sending flowers, cards and fruit, advancing money to those in need, either as a gift or as a loan without interest, assisting with hospital bills, furnishing competent medical or surgical attention, furnishing coal, food and clothing, donating home furnishings, helping with housework, caring for children to assist busy mothers, helping with the education of our children, and many, many other kindly and beneficial acts. The women, he said, assert that it is a pleasure to do this work, and if it is a pleasure for them to actually do this work, surely the men should find pleasure and comfort in helping them by contributing to the membership in any sum each individual felt he could afford.

Mr. Ingraham continued, "I have discussed good-fellowship, generosity, and charity a good many times with men in different walks of life, and the outsider will always say that railroad men are generous to a fault, and ready to put their names down for sums of money to assist a brother 'rail' in need. I would like to see the day when every man is a member of this Club and the cases needing help all taken care of by this wonderful body of Milwaukee Railroad women."

The Superintendents as well as all other officials of this railroad are all intensely interested in the success of the Women's Club and as they have already demonstrated their

willingness to assist in every possible way, so they will continue to do. The Women's Club is a fixed institution on this railroad and its progress is inevitable. We are putting into the work, our best thought, love and good-will, and we shall get out all of those in hundredfold.

Mobridge Chapter

Louise McComb, Historian

AFTER the adjournment of several months the members of the Mobridge Chapter assembled at our club room on Monday, September 26th, with our President, Mrs. H. M. Gillick, who presided at an interesting meeting. Despite the fact of their having been two large social activities in the city that evening our attendance numbered fifty-three.

The meeting was opened by singing one of our club songs, after which reports were read by our Secretary and the Treasurer on the splendid financial standing of our chapter. A juvenile musical program was given by some of the talented children of the city which very delightfully entertained the ladies. The participants were as follows: Misses Maxine, Bertha and Mary Fuller, Messrs. Bobby Hogan, Stephen Fuller, Stanley Richards, Arthur Heil and Woodrow Talkien. Our pianist, Mrs. Harvell, also rendered several piano selections.

At the close of the evening lunch was served consisting of coffee and cake.

On Wednesday, October 12th, we are looking forward with great pleasure to a visit to be made our chapter by Mrs. Carpenter Kendall, Editor of the Milwaukee Magazine; Miss Etta Lindskog, Corresponding Secretary-General, and Mrs. E. F. Rummel, President of the Butte Chapter. Our President has called a special meeting for that evening at the club room.

We now have the largest membership of any of the chapters and every effort is being made to increase it.

Wausau Chapter

Edna C. Larsen, Historian

THE monthly meeting of Wausau Chapter was held in the new club home Friday afternoon, Sept. 30th., with a large attendance of the members. Much enthusiasm was shown over the club house and its attractive furnishings. The President expressed her appreciation of the clubs' new home and commended the members of the house furnishing's committee, Mrs. John Schultz, Mrs. J. W. Held and Mrs. Leo Ziebell for their careful, judicious and economical selection of furnishings, after which the committee was given a rising vote of thanks.

Plans for holding a card party at the club house for members and other railroad people on Saturday evening October 8th, were made. Opportunities having come to rent the club house to outside parties for social events and meetings were considered and it was voted to adopt this plan for a limited time. Announcement was also made of a membership campaign in competition for a \$25.00 prize given by the road's Milwaukee magazine. Mrs. L. G. Atkinson reported the activities of the welfare committee.

At the close of the business meeting cards were played. Mrs. Frank Duvie and Mrs. A. W. Warner won the favors at bridge and Mrs. Phillip Lennert and Mrs. Morris Nowitzke the favors at five hundred. Lunch was served by Mrs. J. E. Dexter, Mrs. M. E. Donovan, Mrs. W. R. Billington, Mrs. Chas. Conklin and Mrs. Bert Nelson. Mrs. C. H. Randby, of Merrill and Mrs. O. L. Sutherland and Mrs. J. P. Smith of Tomahawk attended the meeting.

The next meeting of the club will be held October 18, and will be guest day. It will also be a knife-fork and dish-towel shower for the club. The entertainment committee for that will be Mrs. A. W. Warner, chairman, and Mesdames Jule Manhart, Ed. Callahan, Arthur Beilke, William Bernard, E. J. Czamanski, D. O. Daniels and Miss Ella Goddard of Wausau, and Mrs. R. R. Akey and Mrs. Elmer Bloomquist of Merrill. The formal opening of the club will be held at a time when Mrs. H. E. Byram, President of all the chapters can be present.

The officers serving the local chapter this year are as follows: President, Mrs. H. L. Vachreau; vice president, Mrs. F. I. Lehrbas; recording secretary, Mrs. A. I. Lathrop; corresponding secretary, Miss Margaret McGinley; treasurer, Mrs. Chas. Conklin, historian, Miss Edna Larsen.

Perry Chapter

Ruby Eckman, Historian

THE new club house at Perry has been formally accepted by the Perry chapter and the ladies are mighty well pleased with it. Their first meeting was in the nature of an inspection, and a kitchen shower.

A nice delegation of ladies were out to the first gathering and the kitchen was supplied with numerous articles.

Conductor E. A. Rumley, his mother Mrs. Barber, and Engineer Earl White's wife each donated a chair for the club and with three furnished by the company when they dismantled an observation car, the furnishing of the club was started.

In October "The Way of All Flesh" the picture in which the Milwaukee employees and equipment were used was shown at the Grand in Perry. The theater managers booked the film and gave the club half the proceeds of the advance ticket sales with the result that close to one hundred and twenty dollars was added to the club treasury.

The picture was an exceptionally good one and all those who saw it take pleasure in recommending it.

Montevideo Chapter

Maude Hamlin, Historian

MEETING in August was held on August 16th, as we changed our meeting night to the 3rd Tuesday instead of the 3rd Thursday, as heretofore. Plans were made for a party to be held the following week, the hostesses to be the Executive Board, and "Cootie" to be the order of the evening. Twelve tables were played, which netted us \$12.00. A delicious lunch was served at about eleven thirty and all had a nice time.

Several calls were reported at the August meeting by our Sunshine Chairman, Mrs. Helgersen. One family was helped to the extent of allowing them credit at a local grocery store for provisions, as they did not ask that we pay the bill.

September meeting was held on Sept. 19th. At this meeting it was decided to change back

to the 3rd Thursday again for our meeting night, as the 3rd Tuesday interfered too much with other meetings of our members. At this meeting we planned a membership drive, each member present promising to bring one or two new members to our next meeting. Tickets for the Paige Sedan were given out to the different members to dispose of. Reported flowers sent to one home. Case reported that needed immediate help and a dance was planned to raise the necessary funds with which to take care of this family. This dance to be held in our Club House and an orchestra of three to furnish the music. Owing to conflicting affairs, dance was not put on until Oct. 10th; at which time we had a very fine turn-out of our railroad families and also others who were interested in our work. We realized about \$20.00 or more to help this family, which will take care of their immediate needs and we will keep in touch with them and do more as the need arises. Owing to the serious illness of Mrs. Sizer's mother we did not have our president with us, and we all missed her. We hope her mother is greatly improved and that she will be back with us again soon.

We are now planning a big dance, on Halloween night, and indeed we need to get our earning powers at work again, as our funds are about depleted and we must be ready to meet any necessary requests this winter.

Our next meeting is Oct. 20th at which time we will make our final arrangements for this dance. Our annual dance will not be put on until some time next year, presumably in January or February.

From what we can learn here at Montevideo, the Milbank Chapter are to have a new Club House in the near future, and we are planning on going up in a body to help them initiate their new home when it is ready. Better plan away ahead for us, Milbank Chapter, as we will be looking for a big time and we may be just awfully hungry by the time we get there, but we know you can take care of us in any emergency.

Milwaukee Chapter

AT the Fourth Anniversary Milwaukee Chapter, held on Sept. 19th 1927, in the New Hotel Aberdeen, we presented our 1st Vice President, Mrs. Scott, organizer of the Milwaukee Chapter with a beautiful corsage bouquet.

After a bountiful luncheon, Mrs. Zimmerman, chairman of the Arrangement Committee introduced Mr. Lawrence De Swarte, Pres. of the North Western Conservatory of Music, whose pupils gave a very interesting musical program for our entertainment. Mr. De Swarte made a proposition which may possibly increase our treasury, offering us 20% of the first term tuition of all pupils sent to the Conservatory through the efforts of Milwaukee Chapter.

Mrs. Zimmerman, our second Vice President, is largely responsible for this "Best Ever" luncheon gathering. Mrs. Zimmerman is a steady driver and a faithful worker, and through her untiring efforts was able to put over absolutely and completely the "Best Ever."

Rev. Thomas Gardner of St. Paul's Methodist Episcopal Church, better known as the Railroad man's church, gave a very interesting talk. Rev. Gardner has the interest of the Milwaukee family at heart and can always be depended on to aid in any good work connected with the Milwaukee road.

We were pleased to have as guests, Mrs. H. H. Field and Miss Lindskog of the General Board, and also eight guests from the Beloit Chapter.

There would be more news of the Milwaukee Chapter if more of the members would get out to all meetings so we could boast once in a while of a full attendance.

Come to the meetings and enjoy to the full your Chapter, you who have labored in the past, will discover a successful Chapter, doing its job; you who have been interestedly watching from the side lines will find an opportunity to see the wheels go round and even to take a share in the turning, if such is your wish.

Green Bay Chapter

Julia Johnson, Historian

EVENING of October 6th at 7:30 PM a Board Meeting was held in the Club Rooms, all members present.

The Regular Meeting opened promptly at 8:00 PM by President Mrs. John F. Dunn, and after reading minutes of previous meeting interesting reports were given by Mrs. A. J. Maloney on card party held Wednesday afternoon September 21st in the Club Rooms; Mesdames W. H. Tierney and Geo. A. Waldron on card party Friday evening September 30th in Depot, and Mrs. W. H. Hart on Harvest Dance held in Depot October 4th. All parties were a great success and a rising vote of thanks was given them by the Club.

The Harvest Dance was a very pretty party. The Club feels indebted to Art Gotto, Day Ticket Clerk who with the assistance of Joe Noel and Leonard Karavola, Baggage men, made the Waiting Rooms most attractive by artistically decorating with green shrubs and autumn leaves and orange crepe paper over the lights which gave a soft and pleasing atmosphere. Clement Dwyer's novel idea of having a small train consisting of an engine, coal car and caboose running in front of the fireplace was most appropriate and very much admired. We were also very glad to have with us guests from Elkhart Lake and Milwaukee and hope the evening spent with us will be an inducement for them to come again.

The Green Bay Chapter will hold Open House Wednesday, October 19th and Luncheon will be served to all members (12:00 o'clock noon). We are looking forward to a social gathering and know the luncheon will be enjoyed.

Mrs. John F. Dunn, President, will represent our Chapter at Meeting to be held in Chicago November 12th and many of our members will also be present.

After all business had been transacted we were delightfully entertained by Miss Berdeen Fogle with three readings, as follows:

1. Bud Discusses Cleanliness.
2. Rube And The Doughnut.
3. Between Two Loves (Italian Dialect).

and Mrs. James Kocha rendered a piano solo, which all enjoyed.

This closed our Regular Meeting and everyone prepared to enjoy themselves at Five Hundred and Bridge, first prizes going to Mrs. James Hanahan and Mrs. Thos. McLean, after which light refreshments were served.

We are very glad to report that our Welfare Chairman, Mrs. Ed. Redline is now home convalescing after having been at the hospital for several weeks.

Deer Lodge Chapter

Mrs. Arthur J. Buchen, Historian

DEER Lodge Chapter met in regular session October 3rd in our splendidly equipped new Club House. Much routine business was disposed of since much of our furnishing has been purchased during the past month.

Many interesting letters and reports from Headquarters were listened to, showing the immense scope of this Club work.

On the evening of September 26th a formal opening was held in our new home, to pleasantly meet our townspeople and friends. Refreshments were served by our charming young girl members.

We are now sponsoring a membership drive, "Each member bring a member" is our slogan, and we hope soon to register 100%.

We are to hold our first card party in our Club House October 19th and anticipate a genuine social success.

Our "younger set" are to be hostesses at our annual ball to be held the first week in December, and we have no worries as to the outcome.

No outstanding cases of illness or distress have invaded our ranks during the past month.

Mrs. Sears and Mrs. Sorenson served dainty refreshments to the members and a social half hour was enjoyed.

Sioux City Chapter

SIoux City Chapter held its first Fall meeting in the Club rooms on September 26th, and we are hoping that more interest may be aroused and that big things can be accomplished during the coming year.

A benefit card party was held in the Club rooms October 3rd. It was well attended and an enjoyable evening for those present.

The Board held a meeting at the home of the President, Mrs. Cline, October 5th, at which time several cases of welfare work were discussed and action taken to aid these.

Mrs. Oxlie, Chairman of the Welfare Committee reports sending nine bouquets and sixteen sick calls were made during the last month. The Club extended sympathy to Mrs. Wheeler in her recent bereavement; her husband, who has been employed as a conductor having passed away at his home October 1st, after a lingering illness. A host of friends mourn his passing.

A date has been set for a rummage sale, from which we hope to realize a goodly sum. A committee are at work planning for a dance to be held October 18th at the K. P. Hall. Bunt's Orchestra will furnish the music.

Des Moines Chapter

THE first fall meeting was held September 30th, in the Club Rooms at 2:30 P.M. Considerable routine business was transacted in which a vote of thanks was given the House and Furnishings Committee for their exquisite taste used in selecting furniture for the Club Rooms. Plans were also made for a magazine drive and card party.

A most interesting address was given by one of the members of the City Federation Club after which meeting was adjourned and refreshments were served by the Social Committee.

The benefit card party which was held October 5th, was well attended and a nice balance netted for our Treasury. A short talk was given by Conductor W. J. Finnium on the good work being accomplished by the Women's Club.

Spokane Chapter

Mrs. R. C. Peterson, Corresponding Sec.

ON October 9th a Special meeting of the Spokane Chapter was called to meet Mrs. Carpenter Kendall, Mrs. E. F. Rummel and Miss Etta Lindskog. Miss Cleary, President of the Seattle Chapter also accompanied them.

We were very glad to have the opportunity of listening to some of the interesting things the other clubs are doing, and to hear of the progress they have made.

We were especially pleased to have with us this day Mrs. Rummel, she having been the first president of this chapter.

Tuesday October 11th the regular monthly business meeting and luncheon was held in the Union Station lunch room, Mrs. N. H. Fuller presiding.

During the course of business a representative and alternate to the Luncheon of the General Governing Board November 12th was chosen, it being the unanimous wish of all present that Spokane Chapter be represented at this luncheon.

The club adjourned early in order that those wishing might attend the funeral of Dr. Arthur Clarke Johnson, Local Company Physician. Mrs. Johnson is a member of the Spokane Chapter. Dr. Johnson was a delegate to a Medical Convention in the east and while getting on a street car in Detroit was struck and instantly killed by an automobile. Mrs. Johnson and children have the heartfelt sympathy of us all in her bereavement.

Tomah Chapter

Mrs. Henry Thom, Historian

A REGULAR meeting of Tomah Chapter was held, Wednesday evening, October 5th, at the community room of the public library.

Reports of miscellaneous subjects were given by the president.

An entertainment is being planned by the Ways and Means committee, to be held in the near future.

The program given by Ann Steinmetz and her class of sailor girls was enjoyed by all present.

The next meeting will be held November 2nd.

Savanna Chapter

Anna M. Bohn, Historian

THE regular meeting of Savanna Chapter was held in the Lydia T. Byram Community House, Monday evening, October 10th, Mrs. W. M. Thurber, presiding. Reports were read and accepted. Mrs. Ed. Schaffer, chairman of the Membership Committee reported 35 new members since September 1st, and more to follow.

Plans were made to attend the third annual banquet to be given at the Stevens Hotel in Chicago, November 12th. Savanna will send a big delegation, and will "Boost The Milwaukee". Watch for our new songs. Mrs. William Harcastle has charge of the reservations and the luncheon tickets.

Mrs. F. H. Shipley was appointed chairman of a committee of twenty to arrange for a card party in November.

Election of officers will be held at the next regular meeting.

On October 17th, the ladies of the Club served a Safety First dinner, which was a huge success. After the business meeting, cards were enjoyed. At the September meeting, Mr. O. C. Hansen presented a large

flag to the Club, as a gift from the merchants and clerks of the city. May C. N. Jenks gave a splendid address at the presentation. Messrs. J. R. Slater, Cobb and W. M. Thurber also spoke and were listened to with great interest.

Terre Haute Chapter

Mrs. Flossie Waggoner, Historian

NO doubt, from previous items in the magazine, you were all aware that the Terre Haute Chapter was to have a new Club House and with much pleasure I wish to state that our first meeting was held in our new Club House, on Thursday, September 22nd.

While there was not such a large attendance, this was a very interesting meeting, and after the regular business was transacted, furnishings for the new Club House were discussed and you will read later of the many parties, chili suppers, etc., we have had as means of obtaining things we need for our Club house.

Now that we know we have a regular meeting place, we will have a better attendance and new members, for which we are continuously boosting.

Beloit Chapter

Martha Smith, Historian

THE monthly business meeting of the Beloit Chapter was held on Wednesday October 5th in the passenger station. Plans were made for a card party to be held on Tuesday Oct. 11th.

Miss Martha Prentice of Seattle, Wash., from the freight office of the C. M. & Puget Sound, who is also a member of the Seattle Chapter of the C. M. & St. P. R. R. Women's Club, was a house guest of Yardmaster J. B. Hubbard for a few days. She was accompanied by her cousin Miss Cecelia Eluburg of Portage, Wisconsin.

Lewistown Chapter

LEWISTOWN Chapter held a special meeting and reception at 10 o'clock the morning of October 11th, to meet with the General Officers of the organization, who arrived the night before. At noon a luncheon was served at the Calvert Hotel tea room. The visiting members were Mrs. Carpenter Kendall, editor of the Milwaukee Magazine, and 1st Vice President-General of the organization, Mrs. E. F. Rummel, Vice President for lines west and Miss Lindskog, General Secretary and Treasurer.

The meeting was almost 100 percent, there being only one member absent. Mrs. Kendall told of the growth of the organization, the membership now being 7300, the goal being 10,000 for the year. She spoke of how helpful the various chapters were in their communities and beneficial manner. Mrs. Kendall expressed the hope that the women would take good care of the men in providing entertainments, especially during the winter months, that the club house should be utilized to its fullest extent and that it should be used for private parties as well as for club meetings.

Miss Lindskog gave a review of the finances of the organization and offered a number of suggestions in regard to how the interest in the club work could be maintained. Mrs. Rummel spoke briefly about her contact with the families of the employees through the various clubs which she had visited and thought the clubs were a wonderful success.

At noon a delightful luncheon was served. Mrs. W. J. Retallick, President of the local

club presided. The tables were decorated in Milwaukee colors, orange and red and autumn leaves. Each of the visiting ladies were presented with beautiful corsages of roses the colors being appropriate for the occasion. The visitors left shortly after the luncheon for the east.

Dubuque Chapter

Myrtle Bock, Historian

ON October 7th, Dubuque Chapter resumed regular meetings for the remainder of the year. About fifty members were in attendance.

Mrs. V. K. Clark's report of the work done by the Sunshine Committee during the summer months showed One Hundred and Twelve sick calls, thirty cards sent out and cash donations of One Hundred and Eight Dollars. The latter being made to families having sickness.

Mrs. W. F. Keefe of the Ways and Means Committee, gave a summary of the various activities sponsored by that Committee during the year and submitted plans for a dance, rummage sale, etc., in the very near future in order to secure funds that will enable us to give substantial assistance during the winter when the need for relief is greatest.

Mrs. Wright of the Membership Committee, is conducting a membership campaign to close the last of December. Dubuque Chapter has been somewhat handicapped this year in membership through changes, and rumored changes, at the shops, but under present more settled conditions we expect to make a "grand" showing.

We are going to have the next regular meeting Friday evening, October 21st, and after that we hope to have a number of interesting things to report.

The regular monthly meeting of Dubuque Chapter is held the third Friday evening of each month, in Eagles Hall and any members of the C. M. & St. P. Ry. Women's Club visiting in the city are cordially invited to attend.

Portage Chapter

SEVENTY-FIVE members and guests enjoyed the delightful three course luncheon which was served at one o'clock at the club rooms of the C. M. & St. Paul Railway Women's Club Saturday afternoon, Oct. 1st. The tables were made attractive by bouquets of fall flowers.

After the luncheon the regular business meeting and a program was held. Mrs. A. W. Pollard of Deming, New Mexico gave an informal talk on her trip to Europe and the Near East. She told about the modes of travel and many interesting personal incidents of her trip. Miss Eileen Story a member of the club played two piano solos which were received well. Supt. O. H. Frick gave a short talk. The luncheon was given for the purpose of entertaining new members.

Aberdeen Chapter

Mrs. W. O. Hiddleston, Historian

THE first fall meeting of the Club was called to order at 8:00 P.M. Tuesday Oct. 4th by President Mrs. E. H. Soike.

The officers of the Club met with the General Officers, Mrs. Kendall, Mrs. Rummel and Miss Lindskog prior to the regular meeting.

The members voted to hold a Card Party in the Club Rooms Friday Oct. 14th, the following ladies volunteering their services: Mrs. Montague, Mrs. Barrett, Mrs. Avery, Mrs. Cully, Mrs. Hansen and Mrs. Parsons,

St. Luke's Hospital are holding a benefit dance and several of our members have donated sandwiches, cookies, cake etc., which will be sold at the dance.

Mrs. P. H. Nee was appointed Chairman of the Social Committee in place of Mrs. Elliot who has left the city.

The President appointed a committee to nominate candidates for office for the year of 1928.

The General Officers left several books of tickets on a raffle of a Paige Car. The proceeds will go to the general fund.

New membership cards bearing the Milwaukee Trade Mark and the Club Motto are now available and a supply has been ordered for use of our Club.

The Secretary Mrs. Zick, announced that we now have 92 voting members and 48 contributing members.

Mrs. Barndt, due to ill health, resigned as Chairman of the Welfare Committee and Mrs. Jackson was appointed in her place.

The Corresponding Secretary reports having sent out three cards to sick members.

After the very enjoyable meeting a delightful lunch was served.

Lewistown Chapter

Mrs. Wm. Foshag, Historian

THE second Monday in September found our club reassembled for the year. A large number were out for the first meeting with much enthusiasm to begin work after the summer vacation.

Perhaps much of our enthusiasm is due to the promise of having a new club house and it being completed for the December meeting. This means planning and working steady if we have it all furnished and ready for use on our meeting night in December.

We owe much to the Railroad Company for all they are doing for us. They are moving a five room house to the grounds near the depot, taking out partitions, building a glassed in porch and fixing the building up in every way possible to make it attractive and convenient. They also intend to make a driveway around the building of decomposed granite.

Mr. Gretencourt, of the Lewistown Brick Company, has given the Club brick for a fire place which will add much to the beauty and coziness of the inside. When all is completed the club will have a building to be very proud of.

The Social and Ways and Means Committees have not slept during their summer vacation for in August the big annual picnic was put on which meant much work. Many went out with filled baskets to enjoy their lunch with their fellow workers and then to take part in the program arranged for the afternoon. Everyone returned in the evening declaring it the best picnic they had ever attended.

In September a big card party was put on at the home of Mrs. Fritzen. There were ten tables of bridge, after which refreshments were served by the hostesses of each table.

Three prizes were offered, the high score prize was donated by Mrs. Ford and the low score prize was donated by Mrs. Oscar Johnson.

The Mutual Benefit Committee has been busy making calls and sending flowers, fruit, and jelly to the sick. Much of this has been donated by the members of this committee.

Recently Charlie Hong, one of the old time employees of the company passed away. He was proprietor of the Milwaukee eating house in South Lewistown. He has no near relatives in this country, but leaves a wife and son in China. He was one of the most open hearted and friendly men that has ever been connected

with the railroad according to local Milwaukee employees.

Janesville Chapter

THE Janesville chapter held its regular meeting Tues. eve Oct. 4 at the Passenger depot. Mrs. Taylor called meeting to order with the club motto.

Reports from various committees were heard and all bills read and approved.

Plans are in progress for a large delegation to attend the Annual luncheon in Chicago Nov. 12.

Mrs. W. A. Brennan is holding a bridge party at her home Oct. 19th, the proceeds to be turned over to the club.

The club deeply regrets the death of one of its members Mr. Fred Zimmerman, Freight and Passenger agent, who passed away at his home Sunday Sept. 24, after a long illness. Mr. Zimmerman was a loyal and interested member, always ready to lend a helping hand to any of the club undertakings, and our sincerest sympathy goes to Mrs. Zimmerman in the loss of her husband.

Also extend our sympathy to Mrs. Louis Michael in the loss of her father Mr. Fred Gehri. And to the Harrison family in the death of Mr. Harrison, he was a veteran engineer having retired in 1925.

THE M
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The club president talked on membership—aims of club—prizes offered—and the car that is to be raffled on Nov. 12 in Chicago.

Mrs. Ingraham and Mrs. Mandahl sang two beautiful duets. Miss Irene Spargo danced a pretty number. Miss Maxine Bierman and Miss Nora Gustafson played several piano numbers, and of course we all sang the booster songs. Cards were enjoyed for an hour and then Mrs. Harmon's committee served refreshments. There were about 60 in attendance.

The regular business meeting was held Oct. 6, with about 85 present. Again the prizes were mentioned, and announcements about the convention on Nov. 11 and 12 in Chicago. Several signified their intention of going.

Mrs. Gaffney the membership chairman is working very hard and is getting a real encouraging response. 32 dues were turned in during the last week. We have our eyes set on that \$25 prize and hope to get it. After the reports and business were over we enjoyed seeing a group of three reels of screen pictures of Yellowstone Park—the Gallatin Gateway and the Inn and the Bad Lands of the west. These pictures were taken by Mr. Rule a CM&StP attorney, and were most interesting as he told us of the outstanding features of each picture.

Our Ways and Means committee chairman announced a card party for some afternoon next week in the club rooms. Mrs. Ross and her committee served coffee and doughnuts.

Our welfare work is going on as usual.

We purchased a wheel chair to be used by any of our Milwaukee family free of charge, and if any outsiders wish to rent it we will do so in case it is not in use by our own people.

Twin City Chapter

Ella S. Bantly, Historian

TWIN City Chapter held its regular meeting on Monday evening, October third. We were very happy at having with us three guests from Chicago. Mrs. Carpenter Kendall, Mrs. E. F. Rummel and Miss Lindskog. The meeting was called to order by our President, Mrs. C. S. Christoffer, and after the reading of the minutes and reports of our treasurer and the various committee chairmen, Mrs. John Turney, chairman of the Ways and Means Committee told us of plans they were considering for a dance. The plans have been completed and the dance is to be given at the Marigold Garden on Monday evening, December fifth. There will be excellent music and two prizes given away, the first prize twenty-five dollars in gold and the second ten dollars in gold. We hope to have the hearty co-operation of all members and friends to help put this over BIG.

We invite all Milwaukee employees of the Twin Cities and their families to join our friendly club, one dollar pays for the balance of this year and all twelve months of next year. Join now and help us win the prize being offered by The Milwaukee Magazine.

Mrs. Kendall was called on and in her happy way told us of the Paige Sedan that the General Governing Board are giving away at the Annual Luncheon, November twelfth at the new Stevens Hotel, Chicago. Miss Lindskog followed with a few words more about the sedan and membership of the club and extended us all an invitation to be present at the Annual Meeting.

A splendid program followed: Song by Maxine Morken, accompanied by her brother, Bob Morken; then a Whistling Solo by Audrey Nelson, followed by two recitations by Eileen Munger, and conclude with a song and dance by Audrey Nelson and Maxine Morken, Bob Morken at the piano.

A social hour was then enjoyed at which time refreshments were served.

The Board have held several meetings and are having a card party on Thursday afternoon October thirteenth, at the Club Rooms in the Depot. All members are invited—there will be both prizes and refreshments.

River Division News

Margaret Maher

TRAVELING Engineer F. G. Hemsey has returned from his vacation and he reports a most enjoyable time but he didn't tell us where he went.

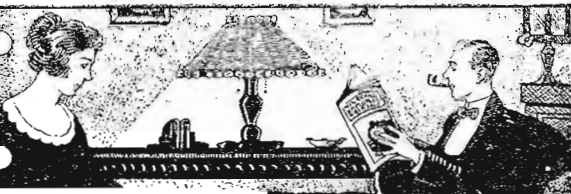
Operator Walt Smith of Winona is spending a short vacation from his duties as second trick operator hunting in the West. No doubt Walt will come back with plenty of game.

Signal Supervisor E. D. Bartron and wife and family spent a few days hunting in Spink County, S. D. Mr. Bartron says he takes his wife and children along to pick up the pheasants. Some wonderful hunting.

Wesley Houts, son of Carman John Houts at Wabasha, who had been attending school in Chicago has enrolled at the University of Minnesota and is completing his electrical engineering course at that place.

Agent F. C. Beck and wife drove to Mazepa the forepart of the month where they were fortunate in securing a bull dog which they are very proud of.

AT HOME



HAZEL M. McRILL, Editor

Winter Fashion Notes

FASHIONS are changing, nothing very startling or radical but quite a decided change, nevertheless. There is much experimenting going on in the realm where fashions are created and they cannot be said to be the mode until they are adopted and worn by the fashionable folk. A change just hinted at last season becomes more firmly seated in this.

One cannot help, in taking a survey of the fashions, no matter how casual a one, but be impressed with the importance of the sports ensemble. There are two distinct types of sports costumes—the formal and informal. For strictly tailored wear, woolen, tweeds, and jerseys are used, while there are printed velvets, silks, satins, and metal worked materials for the more formal. The newest note in sweaters, now just as good as several seasons ago, is a fancy knitted weave, sort of wavy like. This promises to be a season of tweed and especially important are the one-piece and jumper tweed frocks. Grays, tans, blues, are popular colors, also grape, raisin, and violet, and wine reds. One smart tweed costume, recently seen on the avenue, was tailored with patterned tweed skirt with short jacket of plainer tweed, worn with harmonizing sweater or blouse. Skirts of these tweed frocks, almost without exception, are designed with wide box pleat, or have a frank flare, and we have it that all costumes, even sports, are taking the flare, with an uneven, non-symmetrical aspect all around. The pleated skirt for sports is passe. Blouse and skirt are often joined so that the one-piece dress becomes part of the sports costume. Belts are still a part of the sports outfit.

Simplicity, elegance, and dignity mark the mode of the Winter Fashions.

Velvet leads for all times of the day, untrimmed except for pin tucks, diagonal lines, drapery, and imitation jewelry, a pin, buckle, necklace, or bracelet. The printed velvets are new and lovely, reminding one of the printed silks of summer days. Plain satin and crepe are also good for daytime wear. Daytime frocks have tiers, ruffles, spirals, panels, and drapes. As previously mentioned, a change is sometimes merely a suggestion for a season or two before being adopted. They have been telling us of longer skirts, not real long, just longer, for the past season or two who knows but what they will finally "go over." Anyway they do say it will be entirely proper to cover the knees when wintry blasts begin to blow. Necklines and sleeves are varied.

Chiffon velvet, satin, lace, brocaded chiffon, and georgette are worn for



Donna Mae, Daughter of Pump Repairer H. Rudnick, McGregor, Iowa

Beloit Chapter

Martha Smith, Historian of the monthly business meeting of the Chapter was held on Nov. 5th in the passenger station made for a card party to be held Oct. 11th.

Martha Prentice of Seattle, ne freight office of the C. M., who is also a member of the C. M. & St. P. R. R. was a house guest of Yardmaster for a few days. She was accompanied by her cousin Miss Cecelia Elubury, Wisconsin.

Betty Cough, "Buzz" Cough, Pile-driver Foreman, K. C. Div.

evening. The gorgeous materials, flares, flounces, drapery, and jewelry make the evening mode very attractive.

One can have almost any type of coat one wishes—that is so far as material is concerned; fur, broadcloth, soft-surfaced wools, metal-shot wools, jerseys, tweeds, kashas, and velveteens. Fur lavishly applied greatly increases the richness of winter wraps.

In the realm of color—black seems to hold first place—colors come and go—new names for new shades—but black goes on forever. This season, it is combined with pink and flesh and with gold. All shades of brown are good from beige to tobacco; autumn leaves, horse chestnuts, toasted muffins, caramels, chocolate cake, etc. Peacock and King blue, buff, light sage green, dark green, and greys.

There are never-ending surprises in hats, almost any size, shape, large or small, that one desires—with brims small that turn down all around or in some instances roll back from the face.

Hats are of felt, velvet, panne velvet, velours, panne velours, satin, and crepe. They are trimmed with feathers, too, in some instances, but for the most are untrimmed, except for a bright pin. They are so intricate of

design that they need no other adornment.

A well-groomed smart appearance necessitates taking infinite pains. It means more than smart stylish clothes, well-arranged, well-groomed hair, and a good carriage—it means constant care.

Household Suggestions

Inexpensive brass curtain rods, if fastened to the wall near the kitchen range, make fine drying racks for tea towels.

Hard-boiled eggs will peel easily if submerged in cold water as soon as they are removed from the fire.

Rubber bands kept in kitchen drawer will come in handy to hold long sleeves out of the way while cooking or washing dishes.

Beets peeled and diced will cook more quickly than if cooked whole and are nice served with butter dressing.

Green peas whose shells are quite matured and slightly dried are more delicious when cooked for two hours with salt and butter and a little sugar than fresh younger peas.

You may save much labor and fuel in the winter when dried prunes and other dried fruits are frequently used if the fruit is cooked in large quantities sweetened and sealed in pint cans.

Take an entire paper of needles and thread all of them on the end of a full spool of thread. As thread is needed, pull it through all the needles except the last one. With the last one still on, break off as much thread as is desired. In this way, thread as needed can be broken off any length with needle on it already threaded. This is very convenient and saves much time.

Tennis balls can be cleaned by dissolving a little ammonia in hot water and scrubbing them with a fairly stiff nail brush. When all of the dirt and grass stains have been removed, dry the balls with a soft cloth and place them in the open air for a time. They should not be put in cold water or they will lose their resiliency.

When hanging freshly laundered curtains, use old victrola needles to pin each curtain beneath the window sill in several places, and leave them for a day. Straight line curtains will result.

Two northern girls in Florida were comparing notes on the journey, "We had a sleeper, of course," said the first. "Its name was the Oskaloosaloosahatarie."

"Ours was the Kumquatarie." A hobo who had been "listening in pan-handled: "Ladies, could you spare a dime or two bits? I came all the way from Ontario in the Boxcarario, and I'm trying to go back in the Refrigeratorio."

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1927-1928 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 502 Union Station, Chicago, Ill.

5979. Girls' Dress—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 2½ yards of 40 inch material, together with ¼ yard of contrasting material. Price 12c.

5967. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 1½ yard of plaid or other contrasting material and 2 yards of plain material, both 40 inches wide. The width of the Dress at the lower edge with plaits extended is 1½ yard. Price 12c.

5930. Boys' Coat—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size requires 2 yards of 36 inch material. Price 12c.

5965. Ladies' Dress—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 40 inch size requires 1¾ yard of 32 inch lining for the underbody and 3¼ yards of 40 inch material for Blouse and Skirt, together with ¾ yard of contrasting material. The width of the Skirt at the lower edge with plaits extended is 1½ yard. Price 12c.

5963. Ladies' Coat—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 2¼ yards of 54 inch material together with ¾ yard of contrasting material. If collar facing, cuffs, and the part of the front above the closing are to be of fur, 1½ yard 18 inches wide is required. Price 12c.

5957. Child's Dress—Cut in 4 Sizes: 2, 3, 4 and 5 years. If made with long sleeves a 4 year size requires 1¾ yard of 27 inch material together with ¼ yard of contrasting material. If made with short sleeves ¾ yard less of the material is required. Price 12c.

5972. Misses' Dress. Cut in 3 Sizes: 16, 18, and 20 years. An 18 year size requires 1½ yard of plain material and 1½ yard of checked, or contrasting material 40 inches wide. The width of the Dress at the lower edge is 1¾ yard. Price 12c.

5982. Child's Dress—Cut in 4 Sizes: 4, 6, 8 and 10 years. An 8 year size requires 2½ yards of 36 inch material together with ¼ yard of contrasting material. Price 12c.

5941. Ladies' Dress—Cut in 7 Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 2¼ yards of 54 inch material together with ¾ yard of contrasting material. The width of the Dress at the lower edge with plaits extended is 1½ yard. Price 12c.

4579. A New Doll and Garment Outfit—Cut in 3 Sizes for dolls: 12, 16 and 20 inches in length. To make the doll in a 16 inch size requires ½ yard of 36 inch material. The dress and cap require ¾ yard. The cap alone requires ¼ yard. Price 12c.

5180. Apron and Oven Cloth—Cut in one size—Medium. To make the Apron will require 1¾ yard of 36 inch material. The Oven Cloth requires ¾ yard of 30 inch material. Price 12c.

5947. Ladies' Morning Frock—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 yards of 36 inch material striped or figured, and ¾ yard of plain material for facings. The width of the Dress at the lower edge with plaits extended is 1½ yard. Price 12c.

Good Things to Eat

Bread Griddle Cakes. To one and one half cups of fine stale bread crumbs, add one and one half cups scalded milk and two tablespoons of butter. Let stand until soft, then add two eggs, well beaten one half cup flour, one half teaspoon salt and four teaspoons baking powder, sifted with the flour. Bake on a hot griddle.

Virginia Waffles. Cook one half cup corn meal in one and one half cups boiling water, twenty minutes. Add one and one half cups milk, three cups flour, three tablespoons sugar, and one and one quarter tablespoons baking powder and teaspoon of salt; the beaten yolks of two eggs and two tablespoons of butter. Fold in the stiffly beaten whites of the eggs and bake in hot waffle iron.

Raised Waffles. Scald one and three quarters cups milk, add one teaspoon salt and one tablespoon of butter. When cool, add one quarter cake compressed yeast dissolved in one quarter cup lukewarm water, and two cups flour. Let rise over

night. In morning, add yolks of two eggs well beaten and fold in the stiffly beaten whites. If a quicker result is desired, use one whole yeast cake and the mixture will rise in something less than two hours.

Bread Omelet. Soak one half cup bread crumbs fifteen minutes in one half cup milk; then add the beaten yolks of four eggs, salt and pepper to taste and fold in the stiffly beaten whites of the eggs. Cook in one tablespoon of butter in hot omelet pan. This is an excellent substitute for many eggs during the season when they are high in price; and is a satisfying breakfast dish.

Cheese Omelet. Slightly beat two eggs, add one half teaspoon of melted butter, salt and cayenne pepper and one half tablespoon of grated cheese. Melt half teaspoon of butter in omelet pan, add the egg mixture and cook until firm without stirring. Roll and sprinkle with grated cheese. Serve with brown or whole wheat bread sandwiches. A nice luncheon dish.

Philadelphia Pepper Pot. Cook together one quarter each of sliced onion, chopped

celery and chopped green peppers fifteen minutes in three tablespoons of butter. Add four tablespoons of flour and stir until well mixed. Then add five cups of hot white soup stock, one half pound of honey-comb tripe cut in cubes; one and one half cups of potato cubes; one half teaspoon peppercorns, ground fine and three quarters tablespoon of salt. Cover and let cook one hour. Just before serving, add one half cup of cream and one tablespoon of butter.

Judge: "What's the charge against this man?"

Pete Snedecor: "Stealing nine bottles of beer, your Honor."

Judge: "Discharged; I can't make a case out of nine bottles."



SPECIAL COMMENDATION

Those of Us Who Do

G. P. F.

IN the month of October Rate Clerk E. D. Sullivan at Tomah, Wis., secured Terre Haute Division routing on two carloads of tobacco to a southern point. This is the first time we have heard from Mr. Sullivan, and we hope it won't be the last.

We have a live organization at Sioux Falls Station. Chief Clerk, F. G. Myers recently overheard the shipping clerk of a large concern complaining of inability to get equipment from a competing line. Mr. Myers inquired the destination of the shipment and found that we could participate in the haul. He promised the shipping clerk two empty cars in 20 minutes, got them at the plant and got the business. Mr. Myers has made a friend for the railroad and it is a certainty there will be more business follow from this concern.

We also hear that Warehouse Foreman L. Mostrom at Sioux Falls secured a carload shipment through service he has been rendering a certain firm at Sioux Falls.

Superintendent Ryan advises that Yard Clerk Ray McGrath has secured a number of long haul carload shipments from two of the heavy shippers at Milwaukee. Mr. McGrath is always active.

Yard Clerk Earl Arndt at Milwaukee secured routing on a carload shipment to Des Moines.

Conductor Peter Smith on the SC&D Division turned in two round trip tickets from Madison, S. Dak. to Lewistown, Idaho.

In the month of September Rate Clerk J. P. Dickey at Galewood secured diversions on 51 LCL shipments that had been routed via competing lines. In addition, Mr. Dickey secured a carload to Kansas City that had originally been routed via a competing line.

Some things that we see from the pen of Mr. B. C. Forbes, one of the ablest writers in the country on business subjects: "What should I do to get on?" a young man asked. "Do more than you're paid to do," was my reply. Similarly, the business concern that desires to prosper should fulfill more than it promises."

"Henry P. Davidson, perhaps the most brilliant partner J. P. Morgan & Co. ever had, used to take a keen interest in the firm's office boys. "When I get off the elevator in our office," he once said, "I watch how the office boys on duty there act. I notice that some of them pay no attention whatever. Occasionally we find one who keeps his eye on the elevator and is on his toes when the door opens to see if he can be of any service to the person coming out. We have one of this type just now. I have my eye on him. I am quite sure he will go far. He is on his toes every moment of the day."

"The late John H. Patterson was in certain respects a hard taskmaster—not with ordinary workers, but with executives. From them he expected and demanded a lot. If they could not respond satisfactorily, he had no use for them. The man who has been general manager of the National Cash Reg-

ister Company for years, winning that position at an extraordinary early age, gained his first recognition by doing more than he was paid for. Mr. Patterson visited the plant at an unearthly early hour one morning. He discovered a young man already there, working industriously. Questioned, the young man explained that certain work had to be done and that he was eager to have it done without delay. That young man was J. H. Barringer. His rise from then on was rapid and his record abundantly justified his promotion."

Special Commendation

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

Section laborer Wm. Press, Beaver Dam, Wis., on August 5th discovered a broken wheel on car passing train and notified the agent who had car held for repairs. It was a bad break and the car could not have gone far without having caused trouble.

Engineer John Grady, LaCrosse Division discovered a piece of wheel out on oil tank car. Inspection of the car at West Salem developed that a piece about three inches long was chipped out.

Operator R. A. Rosa, Tunney City, Wis., discovered brakes set and wheels sliding on Extra East, Sept 3rd, while passing station. Train was stopped and brakes released without serious damage.

R. & S. W. brakeman Mike Butler, while deadheading on train, Sept 16th contributed materially to prompt service by assisting in putting in two new brasses in dining car at Sturtevant, reducing delay to an important passenger train.

R. & S. W. Division baggageman Ray Landstrom also contributed materially by assisting in putting in the two brasses in dining car at Sturtevant, Sept., train No. 25, helping to reduce the delay to an important train.

Operator W. H. Shaver, Chestnut Street, St. Paul, discovered brake beam down on Transfer 5508, August 30th, as they pulled by at 7:00 PM, thereby averting possible serious derailment.

Idaho Division brakeman H. P. Schirley inspecting train 263 at Othello August 23rd, discovered a car off center and trucks shifted to the rear of the car, allowing the body of the car to rest on the wheels, causing the wheels to slide. This timely discovery no doubt averted a serious derailment.

On August 13th, a young lady boarded I. & D. No. 23 at Sheldon, Iowa, she discovered she had lost her purse containing her money and R.R. ticket. Upon arrival at Sanborn conductor in charge of train No. 22 received a message from Operator Geo. F. Miller of Sheldon stating that he had found a purse containing a sum of money and a ticket which had been sold to a party boarding that train. The conductor immediately notified the young lady who was very grateful and much relieved of anxiety.

Yard brakeman R. H. Rogers discovered dragging brake beam in train No. 67 August

12th, as train was pulling out of the yard at St Paul, thus probably averting a derailment.

Illinois Division switchman Verne Mason, as engine 8321 was pulling out of yard at Nahant noticed a brake beam fall on rail. Train was stopped, thereby averting a possible serious derailment.

Night Yardmaster F. R. Dignan, Coburg, Mo., discovered a broken arch bar in train No. 64, August 29th. Train was stopped and car set out.

Operator John W Zungs, Excelsior Springs, Mo., discovered brake beam dragging near head end of train No. 79, while passing station August 24th and handed a message to the conductor as caboose passed. Train was stopped one half mile west and the defect removed.

Superior Division conductor A. A. Melville, discovered and promptly reported a lip on the switch at Stiles Jct., and had it spiked for the passing track. This no doubt prevented a serious derailment.

Kansas City Division conductor Pat Savage discovered a defective draw bar on car in Extra East, at Laredo, August 31st.

Superior Division conductor Ed Whipple on September 22nd, reported a broken rail one quarter mile west of Plymouth. Investigation was promptly made and the defect repaired.

Superior Division conductor G. B. Krause on Extra West 8173, October 10th, reported a bad jolt at the Reformatory Switch. Upon investigation a broken rail was found. This prompt action no doubt averted further serious damage.

Superior Division conductor Bert Lenz reported what he thought to be a bad spot in track about one mile east of Waverly Beach, Wis. Investigation developed a bad broken rail and repairs were promptly made.

Car Inspector J. L. Gregory, Terre Haute Division, while going from Cheneyville to Webster to repair cars, found a broken rail at yard limit board north of Stockland tank, which was not safe to pass over. He also found another broken rail one half mile north of first public road crossing north of Halleck, eight inches being out and angle bars broken.

Terre Haute Division brakeman Fred H. Weaver, while inspecting train at Stockland, found a car with two broken wheels. Car was set out without causing further damage.

Superior Division conductor Edw. Coughlin, promptly reported a broken rail two and one half miles west of Random Lake, October 17th.

C.R.I. & P. Ry. switchman J. P. Nugent, Muscatine, Iowa, on the morning of October 13th discovered merchandise about to be removed from CM&StP car which had been set out by our No. 79 at Muscatine, and promptly prevented the theft. A letter of appreciation was sent to Mr. Nugent by Superintendent Gibson.

Terre Haute Division section laborer George Osborne discovered car with a broken flange, twenty-four inches being gone. The train was stopped immediately and car set without further damage.

Section foreman Robert Hartlip, Darrow, Ind., noticed a broken arch bar on passing northbound train, October 17th and got signal to the crew. Train was stopped and car set out, thus averting a probable derailment.

Operator O. A. Tutweiler, Talmadge, Ind. noticed a bent axle on Extra 8225, south, October 13th, as train was passing. Train was stopped and car set out.

A Real Representative

The following letter is published with much pleasure. It shows our representatives in far-away places still doing their bit to make the railroad and the service popular with its patrons. Mr. Steele undoubtedly gets a personal pleasure out of being helpful and courteous, but he none-the-less serves the interests of his employers incalculably.

Mr. G. B. Haynes,
General Passenger Agent,
Chicago Milwaukee & St. Paul Ry.,
Chicago, Ill.
Dear Sir:—

For the last sixteen or eighteen years I have had a summer home on Garth Lake, just outside of Hazelhurst, where my family spends the biggest part of the summer and I as much as my business permits.

The summer people are so dependent on the local people for their comfort and the pleasure they get out of their vacation period that anyone that goes out of their way to be courteous and helpful makes an impression that lasts.

Mr. J. A. Steele, your local agent at Hazelhurst, is of this type. It seems to give him personal pleasure to be helpful and courteous to the patrons of the Chicago, Milwaukee & St. Paul Railroad. My family and myself are indebted to him for many little courtesies that are entirely foreign to his line of work, and I feel that I would not be playing the game if I did not call this fact to your attention.

Mr. Steele is a representative of the Chicago, Milwaukee & St. Paul to a real extent and I am confident that his method of operating is continually making friends for the road.

Yours very truly,
The Morgan Company,
Elisha Morgan
President and Gen'l. Manager.

The Ladies of A. O. of H. Praise The Service

Special Representative J. H. Foster, Minneapolis sends the following cordial letter which he received after our company had carried the delegation of the Hibernian National Convention Delegates on their way to Buffalo. August 17th, 1927.

Dear Mr Foster:—

It is again my pleasure to commend the courtesy, attention and in fact everything that goes to make a trip a pleasant one, all of which the "Milwaukee Men" did for the Hibernian National Convention Delegates on their way to Buffalo.

The City Passenger Dept. Office did everything possible in assisting me with the arrangements thru out the State. Even "Tom" Morken gave his personal attention which always helps. We had thirty-eight (38) delegates all of whom traveled on the Milwaukee, to Chicago. The service of the Road speaks for itself so it is not a difficult matter "To head your delegation that way for another trip" which always is my happy thought.

Don McMillan was the one who accompanied us this time to Chicago and put us safely on the N.Y. Central in a careful painstaking way which was very satisfactory to all.

It's only fair to mention Mr. Hickman's personal supervision in the Diner and how every one enjoyed their dinner Sunday Evening July 17th.

I assure you that it will be my pleasure to continue "boosting" for the Milwaukee Railway.

With all good wishes and kind personal regards,

I am
Yours very truly,
Anna K. Bryant

Praises for the Service

San Francisco, California,
July 30, 1927

Mr. L. M. Jones, Supt. of
Dining Car Service,
Chicago, Ill.
Dear Sir:—

The writer who does considerable traveling for this Company recently had occasion to go from Seattle, Washington to Spokane, Washington over your line.

I left Seattle Saturday July 16th and enroute to Spokane experienced some hot weather it being 106 at one point along the line. During the afternoon, in the observation car, according to your custom, we were served some tea which was both delicious and refreshing, and at this time I want to compliment you on the courteous waiters and Conductor E. W. Conley, who, it seemed to the writer were just a little more courteous than ordinarily met. Not alone during serving the afternoon tea but at luncheon and at dinner time I observed small details not ordinarily met in the dining cars.

This train I noted was equipped with the new Timkin Roller Bearings and this, along with the splendid meals and unusual service mentioned above, which made a very smooth trip, is the reason for this letter.

The writer travels about 200 days per year on trains and in hotels and unusual service of this kind is appreciated.

Very truly,
(signed) E. P. Hammond
Moline, Illinois

June 13th, 1927

Dear Mr. Haynes:—

I left Seattle last Tuesday morning on the OLYMPIAN, remaining aboard until arrival at Milwaukee "on time" Friday morning, and I want to say to you that it was as enjoyable a trip as I have ever made either to or from the North Coast.

I was fortunate enough to have space in one of the new Pullman cars and Mrs. Ebi and I were especially interested in the operation of these cars in connection with the new roller bearings. When the train left Seattle the start was hardly perceptible and it could not have been smoother had the electric locomotive been used at that time instead of later.

The cars are not only nicely decorated, but the box spring mattress is an innovation which is certainly worth while. We have never had less disturbance during sleeping hours than on this particular trip. Riding the electric locomotive thru the Cascades and the Rockies was quite an enjoyable experience and taken in connection with superb dining car service and efficient crews, I think you cannot say too much in bringing your service to the attention of the public.

Yours very truly,
(signed) A. R. Ebi
General Traffic Manager

PORTER WOODLEY RECEIVES REWARD

August 1, 1927

Mr. L. M. Jones,
Supt. of Sleeping Cars,
Dear Mr. Jones:—

I am enclosing herewith a money order for \$5.00 to the order of Mr. Ed Woodley, one of the porters on the train which I believe runs between Sioux City, Ia., and Des Moines.

I wish that you would present this small check to Mr. Woodley with my thanks. He found my wallet which I left on the train and was very kind to have it returned to me personally and intact. It is needless to say I am thankful to him and I have tried to show my appreciation through this money order.

While thanking him I believe it is my duty to recommend your railroad for having such honest and obliging people in its employ.

Thanking you for taking care of this matter for me and with kindest regards, I am

Very gratefully yours,
(sgd.) William Sussman
Paramount Pictures
R. & S.W. Division
Lillian L.

JIM Chambers, Chief Clerk at Beloit, spent his vacation fishing in Quitica National

Forest in Ontario, Canada. As usual, we did not see any of the fish, but were shown plenty of pictures of fish which Jim claimed to have caught. The pictures were good and the fish stories he tells even better. So many of our fishermen are going to Canada, we hope it is the "fish" that is attracting them. However that's a question.

Mr. George Storey, Machinist's Helper at Beloit, is very critically ill at a Janesville Hospital.

Miss Frances Hawkins, Clerk in the Chief Dispatcher's office at Beloit, was married on September 22nd at Crown Point, Ind., to Mr. Val Johnson of Kenosha, Wis. The happy couple spent their honeymoon at the home of Mr. and Mrs. W. W. Bates, Terre Haute, Ind., and we say, like that small boy who attended his sister's wedding and did not wish to be outdone by the grownups, "many happy returns of the day."

Mrs. Ann Annin, comptometer Operator, helped out in the Beloit office during inventory time.

Miss Bessie Rossmiller, daughter of Conductor John Rossmiller is attending the University at Washington, D. C. Miss Bessie expects to be a full fledged lawyer in the near future, and we know that her arguments will be pretty good, as she has always been able to win out with "dad" in each and every case.

A couple of days before Babe left to get married, Florence Buck brought down her Rolles-Royce in order to give her a little ride. She made a fine start down State Street, but when she went to stop things did not work just as she expected them to and she ran right up over the sidewalk and headed for a pool room. There happened to be several gentlemen in the pool room at the time, and they opened the door and told her to come right in. Cannot say what got Florence so excited unless it was that Babe was beating her to it.

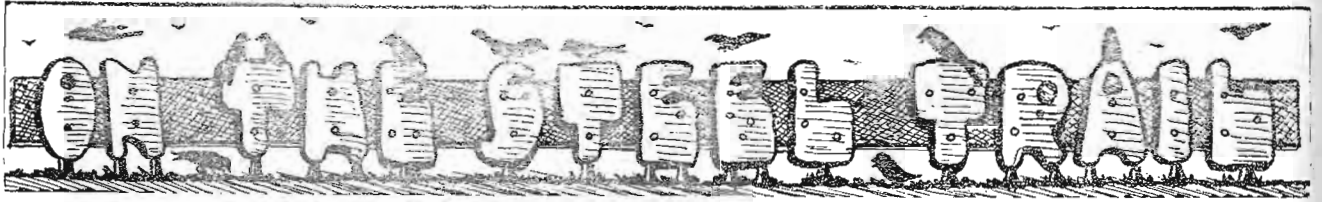
Miss Mary McDonald spent her vacation during the latter part of September at Davenport, Waukegan and Chicago.

Miss Frances Connors, daughter of Trainmaster Connors, is helping out in the Roadmasters' office during the busy season.

Mrs. Mel Howe and son Wilbur returned from Denver the middle of September. Mrs. Howe has spent some time in the west. Wilbur is returning to the University of Madison again this fall. Miss Kathleen Howe remained at Denver and is employed at the University.

Archie Morrissey, his wife and a couple of lady friends started out recently to find some bitter-sweet. It seems that they had been told by both Oliver Butler and George Lane where all the choice places were to find bitter-sweet. However, they tramped through all the places they were directed to, but did not find a bit, and Archie has his doubts as to whether either Butler or Lane know bitter-sweet when they see it.

If you are satisfied to keep reading things that happen around the Beloit office and nothing else, well and good, otherwise some of you fellows get busy and send us in a few notes once in awhile. You are out on the road where things are happening all the time, and surely there must be many things happen that would sound good in the magazine. We would also like to have the Agents along the line send us in anything they think would be of interest.



Illinois Division

M. J. S.

MERLE Logue has resigned his position in the Supt's. Office to accept that of Transit Clerk in the Savanna Freight House. Good luck to you Merle.

Clarence Isgrig has accepted a position in the Supt's Office as CM&G Clerk. Clarence worked in the office during the summer months as Timekeeper.

Pete Davis, Coal Shed Foreman was married to Miss Josephine Ciminio at Savanna on Sept. 24th, and are at the present time on a wedding trip to Seattle, Portland, Los Angeles and various other points. The couple was presented with a floor lamp and gravy ladle from the Supt's. Office force. Best wishes for a happily married life.

C. E. Whitt, formerly Chief Timekeeper in the Supt's. Office has accepted a position as Time Inspector at Milwaukee. The present new line up in the Supt's. office is W. A. Wires, Chief Timekeeper, Ted Bahwell, Trainmen's Timekeeper, Harold Homedew CM&G Clerk and Bud Duhigg, Clerk in the B&B Dept.

The girls in the Supt's. Office were presented with a box of candy by the Hamer Hotel at Davis Junction which was greatly appreciated.

The Engineering Department is quite generous with their kisses lately—and although they were candy ones we enjoyed them very much.

Miss Nan Gallagher, Roadmaster's Clerk, is at present on her vacation visiting in New York and other eastern cities.

Candy has also been received from Mr. Lenartson, Prop., of the New Home Hotel at Savanna, which was disposed of very easily by the girls. Thanks Mr. Lenartson.

Freight Office

Mickey has become so famous that the public now has the opportunity of buying his statues. We have one in our office now, and if anyone wishes to purchase one, just write in care of the Agent's office, but don't forget to enclose "2 bits" to cover the packing and mailing costs.

In case you ever hear anyone mentioning the fact, "five crews for the following day," just eat a lot of "Bolonic" and you can have a day off. How about it Huffy?

Last, but not least to enjoy a vacation, is our Cashier. He has so much to think about, especially his approaching (?) wedding that we really can't blame him for forgetting such a trivial thing as his collar. Some of us have been "thru the mill," too, George, and know just how you feel. Ding! Dong!

Our Chief is enjoying his vacation in Duluth and Minneapolis. He didn't drive in his "Fierce-Sparrow" tho.

We have Merle Logue back in our office again—he taking over Ken's position. Thought sure he would learn to talk after being in the Supt's. office, but no such luck still has much for breakfast.

Can you imagine:

Mr. Gray telling a joke?

Nelle and Mil eating garlic?

Merle working hard?

Dick saying a good word for the girls?

Huffy getting a hair cut?

A. J. R. staying home nights?

Bill getting peeved?

Lillian smiling?

Rusty getting a shave?

Mickey taking off his cap?

George without a cigar in his mouth?

Mechanical Department

Vacations are all finished, Don being the last one to take his. Although he was last, yet had a real vacation, taking an auto trip to points of interest in the East. There is just one thing Don doesn't like about the East but I promised not to tell.

Dan Morgan was among the missing for over a week and up to this writing we have not been able to find out where he was, why he was off or not one thing about it. I thought we were all good in getting all the dope on the Callers but this is once where we fell down on the job completely.

If any one wants a big He Man to do any moving for them just call on our Walter. He sure knows his stuff. We will gladly recommend him to any one.

Ilene made a flying trip to Chicago one week end, stating that she was going in to meet her brother, but we believe it was some one else's brother.

Ben Nutt, our Boiler Inspector, has purchased a new Star car, and promises us all a ride stating that he will keep the car on the cement and miss all the telephone poles, trees, etc. We are all for you Ben and just say the word and we will be off for a joy ride.

Our janitoress departed for Antigo, Wis., but we don't know whether she is making the trip alone or if there is a real object in the trip. Will report definitely when she returns.

Wm. Griffith, our Tool Room Tender, spent a few days in McGregor.

"Charmain" is the latest popular song in the office and while we like the tune still we get tired of hearing it so often. We don't like to say too much about it as might hurt some ones feelings. But we would rather you would sing than cry, if you could sing.

Elgin News

Condr. F. J. Garvey returned from a weeks vacation at Excelsior Springs.

Condr. W. Gregg called out at midnight to do relief work account Condr. Ahrens having sore toe. Bill is also pretty "sore" about soiling his uniform—in the rain and mud while switching box cars at Spaulding on a particular trip.

Floyd Butler is doing very nicely at St. Joseph's Hospital after the amputation of his foot at McQueens while working on pusher.

Traveling Engineer Phil Hughes was indisposed a few days account an attack of poisoning.

Auditor Kerwin doing his "stuff" at Elgin Oct. 13th and 14th.

Operator C. H. Kuntz off Oct. 9th account visiting his sick father at Freeport.

Davis Jct. News

Paint gang under Foreman McCall dressing

up the depot at Kirkland and expect to move to Davis Jct. in a few days to give depot a new coat for winter.

Miss Ethel Watier helping out as clerk at Davis Jct. at end of month account the McCarthy Improvement Company receiving their material for Meridian Highway Paving job at that point.

Engr. Sam Hull is sporting a Buick Sedan. Train Director Dummer has returned from his vacation relieved by Condr. Prindiville.

Brakeman J. H. Wolfe is contemplating a fishing trip—will hear more about it later!

Drippings from the Ice Bunkers

Sonia

THANKSGIVING—to the Divine Creator for the bounty of the past year and to our forefathers, The Pilgrims, for inventing another holiday.

WELCOME to our new co-workers, Miss Ellie Hansen, employed in the capacity of typist and biller, and Miss Lyle McEnroe as check clerk.

THE FIGHT was the thing, now pay's the thing. Miss Callahan paid \$5.00 she lost on Mr. Dempsey to Mr. Everson, and Mr. Everson appreciating the gameness of the girl, presented her with a box of sweets with a little note attached which read as follows:

"The winner hopes the contents of this box won't prove as bitter to the game loser as the blows both Dempsey and Tunney gave each other. Take a veteran's advice 'know yoah man befoah yoah pick 'im,' whether in the marathon or matrimonial race."

THE GAME LOSER'S REPLY: "I won't take one noted for his punches, in the matrimonial race."

By the way, Rosie is \$12.00 the richer since the fight, having won \$10.00 from her sweetie and \$1.00 from both Mae and Mildred.

One need not go to Europe to complete one's continental education. Just watch Mae and Rose trying to keep up a soundless conversation; the gestures are perfect!

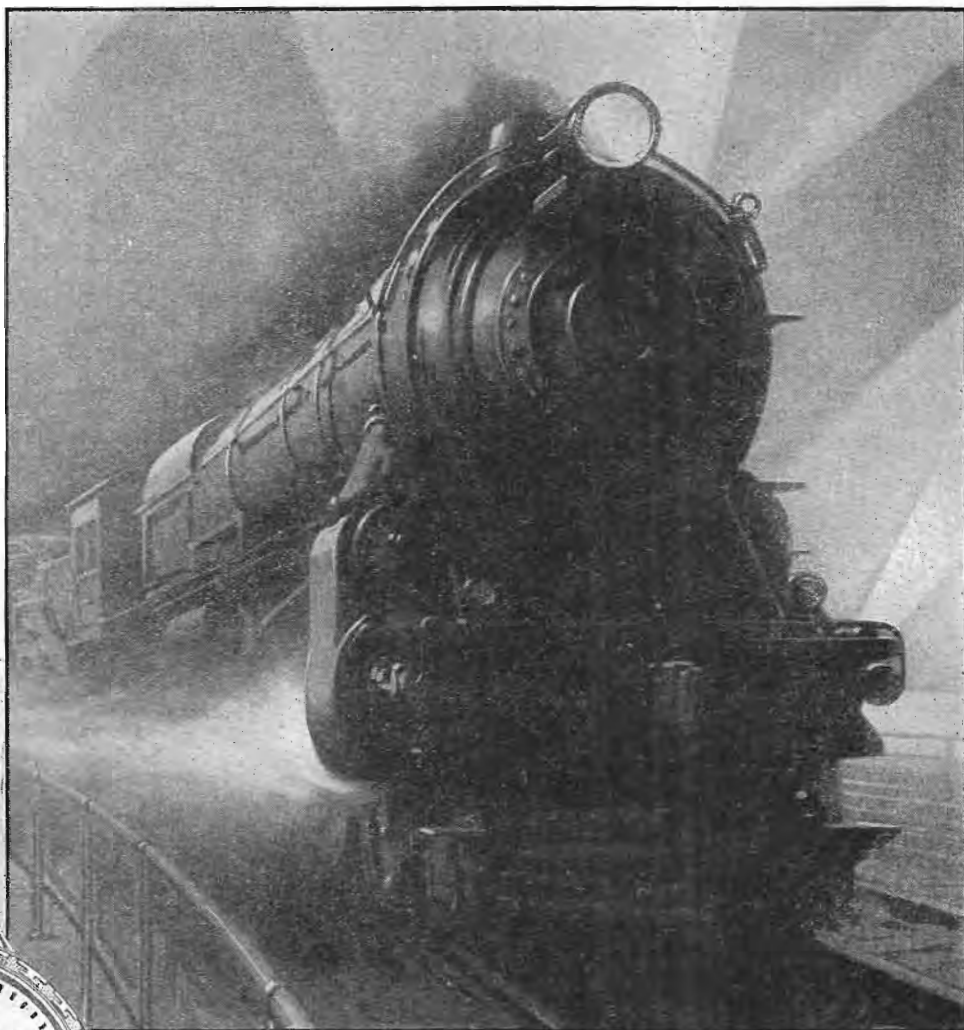
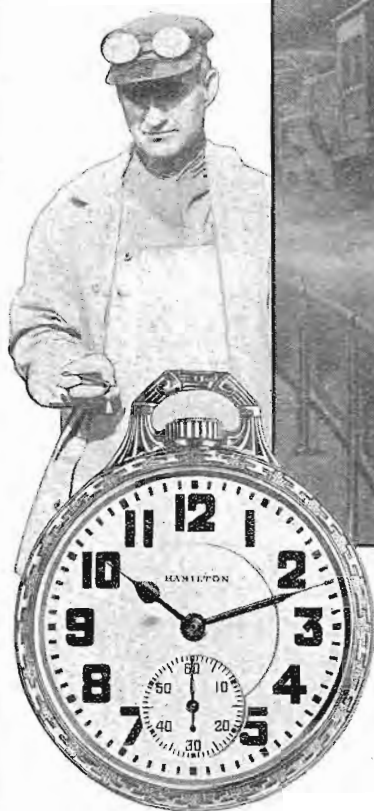
The other day Rosie proudly displayed a picture of her latest "find", claiming not to know what number, for after reaching 100 she had not kept count. So that's "it" is it? Falling in and out of love—the source of possessing "that disturbing charm." 'Strue, for did not a famous lady who writes beauty hints for one of our daily papers claim that to fall in love adds to a woman's beauty, charm, and renders that irresistible exhilaration.

The cheer leader says, "c'mon you boys down de line, prove that you haven't got lumbago; take your pens in hand and write us a line, whether it be a complaint, praise, or what really have you?"

West H&D Division Notes

N. M. R.

SOUTH Dakota is a popular place this time of the year. A great number of sportsmen coming here from the eastern cities to



The Watch for Service Where Every Second Counts

YOU railroad men shoulder daily one of the world's greatest responsibilities. You have in your keeping the lives of the traveling public and the foodstuffs and produce of the nation. And often the safety of your passengers and the safety of your freight depends upon the accuracy of your watches.

That is why most railroad men choose the Hamilton as their time-piece. They know that its accuracy is assured—they know its dependability is proved. For 35 years Hamilton has specialized on the building of high-grade watches—exclusively—watches for railroad men.

Ask your jeweler to show you the Hamilton 992 in railroad model case No. 4. It's a model of sturdy beauty with a "high visibility" dial and rigid bow that positively cannot come off—it's a part of the case. But no matter which model Hamilton you select, you can be sure of the utmost in timekeeping value for the money expended.

When you purchase a Hamilton you can do it with assurance. You don't have to have someone tell you about the years of patient research back of the Hamilton balance nor the friction jewel pin as developed in the Hamilton laboratories. You don't have to be told that a Hamilton railroad model will run almost twice twenty-four hours at one winding—because every watch, and especially fine watches like the Hamilton, should be wound religiously every day at approximately the same time—preferably in the morning. In purchasing a Hamilton, you purchase more than a watch. You purchase assured accurate time service.

Hamilton Watch

"The Railroad Timekeeper of America"

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

Send for your copy of the new "Hamilton Time Book."

hunt pheasants, among the visiting hunters this year was Mayor Wm. Hale Thompson of Chicago.

A. Daniels D. E. of Minneapolis was an Aberdeen caller during October.

Now that the excitement of losing on the fight is over we are watching the Worlds Series and hope we win back what we lost on the fight.

Geo. T. Richards was at Aberdeen during the first part of Oct.

Mrs. J. E. Hills has been visiting at the home of Mrs. E. H. Soike. Many old friends were glad to see her again, if only for a few days.

Thad A. Fuller, Legal Dept. was a Sioux City visitor during October.

F. E. Schneff, Adjusters office made a business trip to Fedora and Sioux City recently. By the way folks, isn't he getting fat.

With colder days approaching the Milwaukee Golf League has closed its season with L. J. Faeth and W. B. Geer tied for first place in percentages. Four prizes were awarded to those finishing in the first four places. All prizes being golf goods. The sensation of the golf club which is composed entirely of Milwaukee employees, was Faeth who tied for first with Geer, Faeth is a one arm golfer. As the season has been quite successful it is planned to reorganize again next spring.

Mrs. P. H. Nee is visiting in Minneapolis and other points in Minnesota.

Lots of our boys have been out after pheasants, some had good luck and got the limit, others only got back.

We thought all arguments in the A. D. fight were over, but they started all over again when some of us saw the fight pictures at one of the local theatres.

W. C. Tracy is going into the Automobile business. He buys and sells cars?

The C. M. & St. P. Women's Club held their first card party of the season in the Club rooms Tuesday Oct 18th.

Evan Hall, agricultural supervisor for the CM&St.P was in Aberdeen recently making plans for the public to view the many carloads of fine, pure blood stock which will pass through Aberdeen soon. Mr. Hall is in charge of the train while it is on the Milwaukee road enroute to the Pacific International Livestock show at Portland, Ore.

Much credit is due the Traffic Dept. for the wonderful display window during week of Sept. 10-11-12 at Olwin Angell's Store, which brought to the public attention the features of the CM&St.P "To Puget Sound Electrified." With the aid of electric lights it gave a scene of the train passing through the mountains with a power station built showing the water falls providing the electricity. Also several pictures of electric locomotives and the new union station in Chicago. Much praise and comment was heard and there was always a crowd in front of the window.

Memories of the Old Wooden Shoe

The following verses were written by Floyd Butler, better known from Chicago to the Pacific Coast, as "Sy". They were written while he is confined to his bed in the St. Joseph Hospital at Elgin, Ill. after losing his left leg while working on the Elgin pusher job, Sept. 11th, 1927, at McQueens Station.

Last night as the sun was setting
In the far-off golden west
My memory drifted back in happiness,
To the many things I loved best.

I thought of my old sparring partners
Out along the old Milwaukee Line,
All out through the range of mountains,
And back to the Michigan jack line.

Oh boys, pleasant are the memories,
Of the days that were so gay,
Up on the Old Superior Division
Away north, and still north, of Green Bay.

Up where the polished steel wound its way
Up through the land of the free for all
Up through the home of the timber jack
And the woods where the wild birds call.

If I could but wake in the morning
And find myself again up there,
In the home of the wild flag deer
And on terms with the old black bear.

I can see myself hiking down the track,
Before the morning sun is awake
And I am doubting just where to go,
Or exactly what line to take.

There is the O. & B. to the swamps
And the Champion Line to the Lake
The E. & L. S. to the Ford River route,—
I think that is the one I will take.

My "thirty-two special" polished and clean
My fishing rods and can of bait,—
Peerless matches and my old clay pipe;
I am off through Nature's great gate.

I can hear the drum of the partridge
I can hear the snort of the buck
And see the splash of the brook trout,
Above the scream of the wild duck.

I can breath that fresh air from the forest,
As I land where the Ford River forks,
I kindle a fire, soon the "java" is boiling
And fit for a king is my fish and fried pork.

I eat until my hunger has vanished,
Then I hit some old runway,
That will take me deep into the forest.
I shall thank God if he just lets me stay.

Tonight, as I turn back to by-gones,
There is a lump that hangs in my throat
For I am homesick for Mother Nature
My fish pole, my gun and my boat.

Deer Lodge and Missoula Division M. E. S.

OPERATOR C. T. Plumb and wife were called to Minneapolis recently on account of the serious illness of their son, Donald. We hope they found him much improved on their arrival at Minneapolis.

At a special meeting of the Milwaukee Women's Club October 10th, we had with us Mrs. Carpenter Kendall, Mrs. E. F. Rummel and Miss Lindskog, all of Chicago. There was a very good attendance and very interesting and instructive talks were given by each of the ladies mentioned.

Brakeman J. E. Leaming and wife have gone to Birmingham, Ala. to attend the funeral of Mrs. Leaming's mother. Wish to extend our sympathy to Mrs. Leaming.

Mrs. R. W. Janes, wife of Boiler Foreman Janes, has gone to Salt Lake City for a visit.

Mr. and Mrs. Otto Heims have gone to Sparta, Wis., for a visit. Mr Heims is a Fireman on the Rocky Mountain Division.

Mrs. Wiley R. Pugh has gone to Wichita,

Kansas to be with her mother, who is seriously ill.

Miss Florence Shirck, Bill and Voucher Clerk in the Superintendent's office at Deer Lodge has resigned her position and will go to California for a short time, after which she will go to her home in Iowa for a vacation.

Mr. Victor Peterson has accepted a position in the Superintendent's office as file Clerk.

Miss Margaret Burns of the Superintendent's office has taken a leave of absence and will spend the winter in California with her mother and sisters.

Mr. W. B. Strawn has resigned his position in the Division Master Mechanic's office.

Miss Edna Mullen Timekeeper in the Superintendent's office, has been called to Portland on account of the serious illness of her father, Sheriff Mullen, who is in a hospital in that city.

Mrs. W. T. Helman, wife of Condr. Helman of the Rocky Mountain Division is visiting her parents at Sanborn, Iowa.

Bob Humphrey has returned to Deer Lodge and will resume his duties as car stenographer.

Mrs. Esther Strong and Mrs. Ethel Reitmeyer are filling temporary vacancies at the Superintendent's office.



General Office—Chicago
Vila

THIS likeness shows a happy man,
Who answers to the name of "Dan"
His friends are found in every port,
The rest of his name is very "Short."

COMPTROLLER'S OFFICE

Mrs. L. "Peg, what are you going to have for dinner tonight?"

Mrs. H. "Well, I'm going to have baked ham and sweet potatoes. What are you going to have?"

Mrs. L. "Oh, spaghetti fixed with ground meat and tomatoes. Boy! it's delicious."

Mrs. H. pipes up—I'm going to have Swiss steak. I love it.

Mrs. L. Yes? Is it good? How do you prepare it? (Now ensues a long ritual in which Mrs. O'D. explains to Mrs. L in detail, being interrupted by suggestions from Mrs. H., Miss M., and Miss P.)

Mrs. H. "Say, I have the swellest recipe for cocoanut cookies."

Chorus. "Let's have it."

The pencils and paper start flying and another recipe is put on file.

Miss Grace Dansfelter underwent an operation for appendicitis at the Augustana Hos-

pital on October 31st. We hope for her speedy recovery.

MAYFAIR TRACK ELEVATION

V.S.B. the popular batchelor seems to be slipping, judging from the many sweet scented missives he is receiving from Milwaukee. Step in line girls—next year is Leap Year.

Winnie and Dick our demon rodmen have left the service to return to school. We hope to see them again next year.

We have been expecting the cigar Munson—Why the delay?

General Foreman Cooksey may be seen wearing a variegated coat these days. One more year in the sunshine for the coat Frank and it will look like it is fit for the Mexican Army.

Mr. and Mrs. Roy Dougherty are receiving congratulations on the birth of a baby girl.

Miss Allexan and Miss Henricks of the Passenger Department departed a week ago on an extended vacation to the Land of Romance. (Now don't misunderstand "Land of Romance") Hawaii Island is their destination.

Although not much has been said about it never the less 'tis true. Mr. Chas. Waldmann, of Mr. Bainbridge's office, was quietly married a couple of weeks ago. Our best wishes for a happy future are herein extended to Mr. and Mrs. Waldmann.

OFFICE OF GENL. SUPT. TRANSPORTATION

THE NIGHT OF OCTOBER 8th.

The evening breeze was breezing,
And the Moon was shining bright,
Oh, Boy! what a wonderful night.
The girls were filled with glee,
The beaux were on a spree,
And everything tasted just right.

Now tiny W'le Marylyn
So graceful and spry
She danced and pranced
Until, I thought she'd die.
Jim Flynn one of her beaux
So gallant and so bold
Asked her for a dance
And her shoulders shrugged cold.
Even Jerry Fell, fell for this miss,
And asked her if love could be like this???

Mr. Fell sang "Rock of Ages" with such charm
While he leaned against Marilyn's arm.

(All apologies to the hymn)

We all took a hike to the women's dance
It sure looked like a women's dance
As none of the fellows had a chance,
Then being disgusted and probably not trusted
So they asked Mary and Laura for a dance.

We finally got back to the party,
Somehow or other, you see,
And we started at the grub
My! how some people can eat.

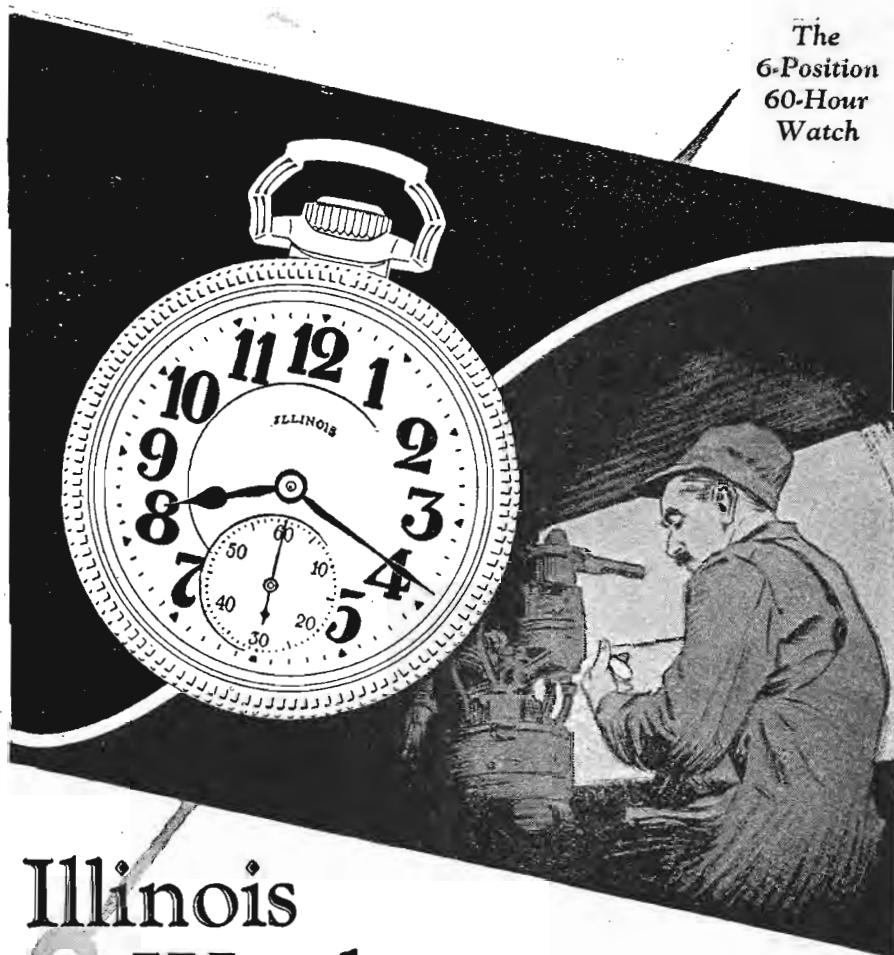
Then in came Bill Springer
(That wonderful singer)
And put on the old feed-bag
Started eating at seven
Was still there at eleven
What an appetite he had.

When he finished his dinner
(This big boy named Springer)
Boldly asked a fair dame for a dance
She had hair like a raven
Form like New York and New Haven
But OH! how that mamma could prance.

After the supper we decided to have some singing. And we did have SOME SINGING.

There is one thing that puzzles most of

The
6-Position
60-Hour
Watch



Illinois Watches

ARE BETTER THAN
THEY HAVE TO BE



For the other members of the family, what finer Christmas gift than an Illinois strap watch? The attractive model illustrated here has a 17-jeweled movement in a 14K gold filled case with engraved bezel and curved back. Raised figure luminous dial; hand of green gold with luminous centers, \$50.00.

It is typical of the Illinois Watch Company that its watches are better than they have to be. For instance:

The most rigid railroad requirements demand a one-day watch adjusted to five positions.

The Bunn-Special and Sangamo Special are adjusted to six positions and are guaranteed to run for 60 hours. Why?

The extra adjustment for position—the most difficult of all—insures the greatest possible accuracy and uniformity in any position.

The 60-hour feature practically eliminates isochronal errors, increases the efficiency of the watch in all six positions and provides an invaluable factor of safety.

Yet even these exclusive improvements cause no advance in price.

BUNN SPECIAL, 21 jewels, 10K regular gold filled cases, \$60.00
SANGAMO SPECIAL, 23 jewels, 14K regular gold filled cases, \$90.00

Illinois Watches

ILLINOIS WATCH COMPANY, Springfield, Illinois

MAKERS OF HIGH-GRADE WATCHES EXCLUSIVELY

us and that is who was this lady Jerry was calling "Sweet Adeline." He raved something terrible about her, perhaps she was in the Swanee River or in Kentucky Home which is far, far away and he had to yell quite loud so she would hear him. Nevertheless, we have a slight inkling he was trying to sing, but he was playing the piano too loud. He probably played all the keys at one time so as to get thru with it quicker, as he seemed to be in a hurry. Anyhow when he was away past My Old Kentucky Home we were still at the Swanee River. Leave it to all that were present Jerry sure is a speed artist in singing; he sang Vododeo O so fast that we didn't know whether it was the beginning or the end. But this was easily determined, because when he stopped we could still hear Marilyn, who was so slow that she was still trying to find out what song was being sung.

Mr. Jim Flynn also entertained us with a selection "Parley Voo." Jim has a very good voice it seems, but on certain stanzas of this song he somewhat hesitated, and he either didn't know all of the words or forgot them. Now this is another thing that puzzles most of us, as Jim has a good memory and we figured he knew this song thoroughly, and for the benefit, of those who hadn't heard the song, Jim endeavored to sing it for our approval. Jerry did not accompany Jim on the piano, as Jim was too slow for him. Since then we have found out that "Parley Voo" was a fast song, so we would suggest that Jerry sing and play it at our next party. We would caution Jerry not to play the piano so fast as it will someday run away with his fingers.

We all presume that the gang got home safe as they all showed up Monday morning without a casualty.

Advice to the Lovelorn now being conducted by Emma Delong in 853. She has a sure cure for all heart troubles. Advertis all communications to E. Delong, Room 853 Union Station. All strictly confidential. Highly recommended by Miss Dierenfield.

Miss Anna Mae Brown has left the service. Don is open for all engagements. Watch your step.

Sioux City and Dakota Division H. B. Olsen

DIVISION Safety First Meeting at Sioux Falls in September was another big event. A good crowd, good suggestions, a demonstration of a "Safety Device" for crossing high-ways, musical program and a lunch served by the Women's Club. All the fellows who stayed away from this meeting missed a treat but they promise to be present at the November meeting.

Ass't Sup't. L. B. Beardsley secured a passenger and a lower berth Sioux City to Chicago the other day. Mr. Beardsley is still active and alert and nothing gets by him.

A "hard-surface" floor of mould-stone composition has been laid in the Sioux Falls passenger station and, with the new hot water heating plant just installed there also, puts the station in excellent condition of which we are proud.

Ernest Robb, demurrage clerk Sioux Falls will leave soon for some point in New Mexico where he will remain for some time in hopes of benefiting his health. "Ernie" (as he is better known) will be greatly missed around the Sioux Falls office as he is the kind we like to have around. It is sincerely hoped

the change in climate will entirely relieve his trouble

The laying of new and heavier steel between Canton and Sioux Falls has been completed and after a few low joints have been straightened up, this piece of track will be in excellent condition.

Engineer Henry Kruck has harvested his crop of apples in Washington and resumed work at Sioux Falls in the switch service.

Quinton Hunter son of Ray Hunter, Engine Foreman Sioux Falls has joined the switching forces at Sioux Falls and is now a full fledged switchman and following his "Dad's" tracks.

Agent O. B. Akers is the successful applicant for the Westfield, Ia. station and is now comfortably located there.

Agent and Mrs. H. J. Brown Howarden, Ia. are visiting friends in Wisconsin after which they will go to Long Beach, Calif., where they will attend the golden wedding anniversary of Mrs. Brown's parents. Relief Agent J. F. Hartson is relieving Agent Brown.

Scaler L. J. Angle, Sioux Falls has harvested his large crop of garden truck and without doubt he produced the finest tomatoes and beans ever raised in this section.

Eighty two cars of sand and gravel were shipped out of Harlowton during the month of September. This class of commodity has tripled in the last year and the month of October promises to discount the September record.

Conductor Clarence Rifenback has lost all faith in prize fights. He now believes there is something crooked about them, no justice he says. He bet on Dempsey.

After a lingering illness of several months, Conductor Carl Wheeler died on October 10th and was buried on October 13th. No finer

Freight and Passenger **CARS** Of Every Description

Cars Repaired

Repair Parts

Castings

Bolsters

Forgings

Brake Beams

Cast Iron Wheels

PRESSED STEEL CAR CO.

New York

Pittsburgh

Chicago

St. Paul

man ever worked on the division than Carl Wheeler, everyone liked Carl, he was a clean-cut and industrious man, the kind the world loves. The entire division extend sympathy to the bereaved family.

We also extend our sympathy to the family of Engineer Manly Price who died on October 13th. Mr. Price was one of our veteran engineers. About three months ago he was forced to his bed account sickness. Mr. Price was buried at Sioux Falls.

A great many employers over the division have been pheasant hunting and from reports, each and every one got his limit. Pheasants seem to be plentiful this season and are mighty fine eating.

Switchman Ole Anderson, Sioux Falls says if business keeps up he is going to get a pair of roller skates so he can keep pace with the business. It won't be long now, Ole.

Trainmaster W. G. Bowen, is sporting a new Studebaker sedan, and when it comes to "class" he has it.

While crossing the Sioux river bridge at Sioux Falls the other morning, conductor "Boh" Schenck on No. 75 dropped a bundle of way bills in the river. Bob tried to "fish" em' out but the darn things floated toward the dam—so it was necessary to call the City Fire Department in to action and they secured the way bills with a boat. Bob says, "thanks to the Fire Department."

Condr. Lou Windsor is lining up on the new station numbers and it "won't be long now" before Lou will have em' on the entire system memorized.

Conductor "Buck" Jenkins is improving slowly after the amputation of his foot. While still in the hospital, we think he will soon be

released as Buck is the kind who does not believe in "loafing" much.

Operator George Elton, Canton, has been away on a few days vacation, we are not positive, but believe he went out to get the required number of pheasants. Opr. Kenneth Lambert relieved him.

Art. Curfman of the W.W.&I.B. has discarded his straw hat and settled down for colder weather. It's alright Art, we believe in hanging on to this summer wearing apparel as long as we can.

Miss Laura Seivert, expense clerk, Sioux Falls is on a forced vacation account illness.

Elbert Erickson, O.S.&D. clerk, Sioux Falls had the misfortune of losing his eye the other day, however it was his glass eye so Elbert says it can be repaired with little or no trouble.

Out Where the West Begins

D.H.A.

OUR 8th annual Labor Day celebration at Riverside Park was held on Monday September 5th. The different labor organizations worked faithfully to make this a success, and it surely was. We had the honor of having with us Governor Bulow, who delivered an address in the afternoon. Governor Bulow was the honor guest at the Mobridge Kiwanis Club luncheon Monday noon, and he was presented with a ten gallon Stetson hat, and a pair of union-made overalls and jacket. He posed for a picture with the Mobridge Kiwanians, and this was reproduced in the rotogravure section of the Sunday Minneapolis Journal.

The following officials, Mr. J. T. Gillick,

C. H. Buford, W. H. Penfield, E. F. Rummel, N. A. Meyer and R. J. Middleton spent a day in Mobridge inspecting the recent slide that occurred at the West approach to the Missouri river bridge, and it was decided that a permanent bridge be built over the gap that was caused by the slide. The work on this new bridge will commence at once.

We are glad to welcome in our midst, our new Chief Carpenter Mr. O. E. Blake and family, of Three Forks, Montana. They are now comfortably settled in the Stroman residence.

"Tuffy" Sloan one of our local Valentinos is nursing a pair of sore "dogs," due to his poor judgement in betting on Dempsey. Ask Jimmie Downs for the particulars.

The CM&STP Railway company will construct a new water plant at Bowman, N. D. The plant is to cost \$9800.00 and will be capable of pumping 7000 gallons of water per hour.

Roadmaster Manley and family enjoyed an auto trip through the Black Hills.

Larry, our musical trucker, tied up the Railroad last Sunday morning, but finally showed up with that "old flat tire" alibi.

Mrs. Harold Winship and children, Frances and Wayne are now located at Miami, Florida, where they will spend the winter months. No wonder Harold looks lonesome.

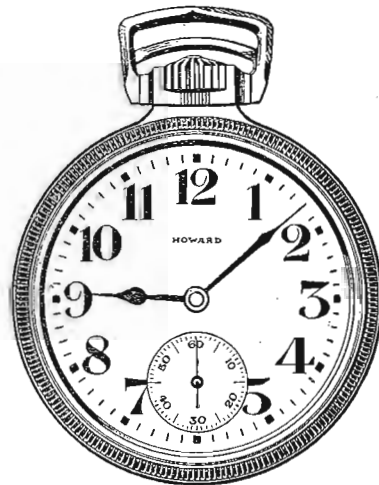
Ask Agnes how many restless nights she spent waiting for her "day" bed?

The real sheik of Mobridge, the chief clerk in the mechanical department reports feeling very "cloudy" these mornings. On investigation we find it is due to his "educating" the new crop of school teachers.



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MILTON PENCE

Chicago
Illinois

Mr. M. L. Johnson of Tacoma has taken Mr. Stroman's place as car foreman. They are now comfortably located in the Berfield residence.

W. E. Elliott pumper at Scranton, N. D. was found dead at his post last week, death being due to heart failure.

Several departments of our railroad have been busily engaged trying to determine what caused the slide of part of the fill at the West end of the Missouri River crossing. The best explanation to date is that it was due to the heavy traffic caused by Biddison, Kelly and Hagerty bumping each other on the North Line.

Geo. M. Hayden of Tacoma, formerly our chief dispatcher here and J. M. Oxley of Minneapolis, members of the examining board, spent several days here, re-examining the trainmen, engineers, operators and dispatchers on rules pertaining to their positions.

Ann Anderson stenographer in the dispatcher's office spent Labor Day with her parents at Miles City.

Due to the increase in the number of cars that have recently been put into use on our Division, Jack Fuller and Jake Rinehart have been made yard checkers in the local railway yards.

Joe Frundle wonders where our genial traveling agent Jack Bruce is keeping himself. Joe misses Jack and his "war stories."

Mrs. Clyde Caldwell stenographer at the Store Department underwent an operation for appendicitis at the Jacoby Hospital on Saturday. At the present writing she is doing fine; and we hope she will soon regain her health.

"A BIT OF NONSENSE FROM THE ROUNDHOUSE"

When the boss saw JOHN LAPPIN up the work, he tried to get KURT and CHUCK DAVIDSON, but that would make EMIL CRABBE.

If every MANCIN, how could NORMAN B. NOBLE?

Wear a CADY, and go EASTMAN to the MILLS and KIDD the MILLER into giving you GOULD for BRIDGES to span the HOHL.

Go down the VANDER LAAN and hear the warble of the MARTIN and the FINCH, while you YANK a WILD ROSE from the BEUSCH.

Where LANDIS so cheap, if the boys R. SWIFT, they should get a LEASE on it, then maybe DUNCAN keep the LON GREEN, then how could KOGLEMEIER in the BAR-CLAY.

Des Moines Division Items

Frenchy

MR. J. W. Corbett, formerly agent at Fonda, has been promoted to Train Dispatcher at Tacoma, Wash. His many friends are glad to hear of his good fortune. Mr. J. A. Pope has been appointed agent at Fonda to succeed Mr. Corbett. Mr. V. C. McGee, formerly relief agent, has been appointed Side Table Operator in the Chief Dispatcher's office at Des Moines, the position formerly occupied by Mr. Pope.

Mrs. Vyra Stowell-Kolash has been granted a leave of absence and she and her husband are making the trip to the Pacific Coast by auto. Letters to friends from points on the way indicate that they are having a fine trip. Miss Dorothy Krisinger has been appointed stenographer in D. F. & P. A. Hilliker's office during her absence.

Conductor Nick McGrath has been taking

a short vacation visiting friends in Des Moines and other points.

Night Chief Dispatcher Ed Olson of Dubuque was married in that city on September 26th to Miss Ruth Crawford also of Dubuque. They have just returned from their honeymoon which they spent in seeing the sights usually of interest to newlyweds, viz., Niagara Falls, New York and other eastern points. The clerks in the Superintendent's office at Des Moines were the recipients of a fine box of Fanny Farmer's in honor of the event. We join with Ed's many friends on the road in wishing him and his bride a long and happy life.

Mrs. Vera Price-Carter visited her parents Mr. and Mrs. Frank Price in Des Moines recently.

Mrs. Tom Johnson visited friends in Des Moines during October.

Miss Jean Dallas spent several days beginning September 23rd visiting an aunt in Hoopeston, Ill.

Mr. C. G. Anderson and wife spent the week end of October 8th visiting the family of Mr. G. A. Williams. Mr. Anderson is Chief Dispatcher with the Illinois Central Railroad at Cherokee.

Miss Eileen Lynch of Sac City and Mrs. Chas. Garlock of Rockford, Ill. visited in the home of G. A. Williams during the past week.

Time Inspector Ray McGovern has been checking time on the Des Moines Division during the past few days. During his stay here he took in several good shows but is very partial to Ben Hur. Even liked it so well that he went to see it twice. We wonder why.

Conductor F. W. Price and wife have returned from a vacation spent at various points of interest in Colorado.

Mr. E. E. Clothier paid the Des Moines Superintendent's office a visit recently. Mr. Clothier is surely looking well these days and has as many good stories as ever.

Idaho Division

R. C. P.

THIRD trick operator Albert Blond, St.

Maries returned from Chicago October 18th with a bride of three weeks. They will make their home in St. Maries. We certainly wish them every happiness.

Fireman R. A. Nelson on Spokane—St. Maries local discovered a wheel with a large piece of flange broken out on a car of gravel in their train recently, which, no doubt, averted a serious accident.

Conductor "Dutch" Schurch relieved Conductor L. F. Graham on P.O.R. line passenger run while Mr. Graham was off for a couple of months. Dutch sure makes a dashing looking "Skipper."

Doctor Arthur Clarke Johnson, for many years local Company Doctor at Spokane, while in Detroit attending the Physician's and Surgeons Convention was struck by an automobile and instantly killed as he was boarding a street car. Funeral services were held at Spokane October 11th. The employees of the Idaho Division very much regret his passing as he ranked very high in his profession, and took a personal individual interest in all who sought his aid. He was President of the Y. M. C. A. a member of the St. Luke's Hospital Staff and very active in church work.

Fred Hart, Agent Rathdrum held the center of the stage during the recent world series in the absence of Agent Ellis Waldon, Evan. Through some manner of patching and coaxing Fred's radio was able to pick it out of

the air while he passed it on to many eager listeners.

Mrs. Cecil Johnson of Roadmaster's office says to tell somebody that she can use that Paige sedan that the Women's Club is to give away in Chicago next month. Cecil wants to bet that someone who already has two or three cars will get it. When they told her she had a wonderful chance to win it she laughed and laughed and laughed.

Conductors Eugene McGuire and Jack Downey had seats in the eighteenth row from the ring at Soldier's Field, Chicago when the little argument was on between Messrs. Tunney and Dempsey. It was lucky for both of them that they had passes to ride home on. Don't know how they fared for eats enroute.

Operator Sockwell drew second trick, Othello. Agent Pat Murnane drew agency at Metalene Falls and Operator Mennis will take Pat's job at New Port.

Passenger baggageman Matt Faestel returned from a trip to Milwaukee October 15th where he had gone to bring his mother to his home in Spokane.

We regret to report the death of passenger brakeman Pat Casey's mother, which occurred during the second week in October. Funeral services were held at Spokane.

Engineer Haas bumped engineer Breeden off main line passenger and Mr. Breeden bumped Engineer Sims off St. Maries—Maren-go passenger run.

Our Superintendent N. H. Fuller spent several days with the Senatorial Committee on Columbia basin project last week. They travelled by special train.

Lineman Mike Parlarski, who spent six months on his ranch in Montana, returned to his work at Spokane October 1st., Lineman Oscar Olson returning to Malden.

We are sorry to learn of the death of Mrs. Eleanor Brendler, mother-in-law of dispatcher G. A. Rossgach, who died at Madison, Wis. and was buried there October 12th.

Gene McGuire said it was the first time he had paid to see anyone play Ring around the Rosy.

Jack and Gene
Went east and seen
The milling at Chi' near the water.
There Jack fell down
On his try for the crown
And their pile went tumbling after.

Othello, Heart of the Columbia Basin

Storekeeper Ellis—President Golf Club has been getting the boys out for the fall clean-up. Understand George has challenged Chief Dispatcher Hays to go the rounds with him.

Wrecking Foreman Miesenburg is happy these days since Tunney won the race and he got the rails put on the wrecker.

Opr. Socwell bid in as second Opr. at Othello, sorry to see Opr. Brown leave us, but welcome Socwell to our midst.

Condr. Frank Noble is now on the warden line.

Engr. Stull is back on the Warden line after a seige of illness.

Claude Spores and family of Malden enjoyed our balmy weather while visiting Perry Williams.

Roundhouse Foreman Walters of Avery visited with Roundhouse Foreman Waterstrat. Yard Condr. Greer spent the other day in Spokane.

Brakeman Ward Hale held down the extra yard work last two weeks.

Condr. Perry Quimby Staeger assisted by Condr. Little handling the ring business Othello to Malden.

Condr. Gaynor meeting one of the Worthy Brothers said, "We are losing Condr. Kelly he is the biggest story teller in town." He received the reply, "Congratulations Frank on your advancement."

Yardmaster seems to be showing a lot of interest in clerk Beaumont's Chevrolet lately. Looks like it is good bye to the old Ford.

Dubuque Division

E. L. S.

WEDDING bells in the Division offices haven't sounded for a long time, but they surely did ring on Oct. 3d when Miss Ruth Crawford, Chief Dispatcher's clerk became the bride of Ed. W. Olson, Ass't. Chief Dispatcher. Their wedding trip was spent in the East, New York City, etc. Our best wishes are extended to them.

Yardmaster E. G. Kiesel and wife returned from the American Legion Convention at Paris, Oct. 14th. Their trip also included various interesting points in Europe. Imagine it was pretty hard to start working again after such an adventurous trip.

William Teague, Operator at Turkey River, is again sojourning in Texas. N. A. Irons relieving.

Agent Peter Ott was granted a 3 month's leave of absence Sept. 15th Wm. Ott, relieving him, and J. T. Gerky relieving Wm. Ott.

There have been quite a few changes in Agents on Dubuque Division recently. M. I. Newhouse, Agent at Prosper, resigned to engage in other business. H. P. Bacon, Clerk at Caledonia is relief Agent at Prosper temporarily. A. F. Mullane who has been Agent at No. Buena Vista for a number of years gets the Agency at Prosper. J. A. Dean, present agent at Osterdock will be the Agent at No. Buena Vista.

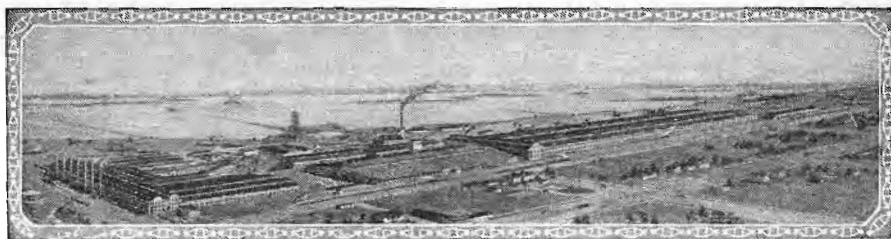
Ask Ed. Bock, Jim Cassidy, W. A. Cutting and others if they had an enjoyable time at the Vets. Convention at Minneapolis.

Elton Ferris is acting as Clerk at Caledonia in the absence of H. P. Bacon who is handling Prosper station temporarily.

John Arnsdorf is welcomed as a new clerk in the Superintendent's office.

We shook hands with F. A. Shoulty, formerly General Car Foreman at Dubuque Shops but now of Davenport. Sorry to see him go but wish him every success in his new work. The Milwaukee Women's club, Dubuque Chapter, is surely sorry to lose Mrs. Shoulty, who has been such a good, faithful worker in the club.

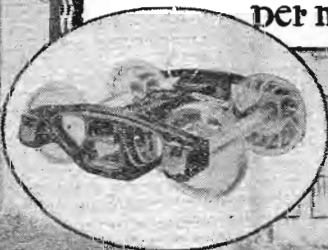
This is another call for news items, which the writer would welcome very much.



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OFFICES AND WORKS

BETTENDORF, IOWA

Splinters from the Wooden Shoe

ENGINEER Mike Schaefer has been hunting at Sturgeon Bay and reported getting only six ducks in four days. Also understand Caller Jap and Engineer Ted Hansen have not had much luck in hunting so far this season. Jap gets a few "mud-hens" and Ted a duck now and then.

Roundhouse Clerk Red Ryan got a new chair and we hope Red doesn't have any more accidents with the new chair.

Conductor Jap DeLaurelle is braking on work train with Conductor Hanahan. Leave it to Jap to pick the soft ones.

Train Dispatchers Dinwoodie, Cheaney and Held are all waiting for the ducks that Jap has promised them. We hope they don't get out of patience.

Switchman M. J. Falk and wife are the happy parents of a baby girl. Congratulations.

Engineer Mike O'Neil is still on the sick

17

17

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list. Hope to see him back to work soon. Switchman Clarence Holt is still in the hospital and he will enjoy seeing the boys. Try and make a call. We hope to see him out soon.

Wonder how Switchman Jos. Jacquet and Switchman Walter Hansen are making.

Understand Dave Vincent has five rabbit hounds. Dave should bring home all the rabbits in the woods.

Understand Mrs. Ed. Redline and son Lester are confined to the hospital. We all wish to see them out and well soon.

High Finance in yard office: Two to one on Tunney, yells Chris Beck, the office janitor. Taken, says Harry Moger, the Night Yard Clerk. I'll hold the stakes declared W. E. Procter, switch foreman. After the fight Chris Beck got three cents.

Chicago Terminals

Guy E. Sampson

THE dance given by the C.M.&St.P. Women's Club was quite well attended and a good time reported by all present. Being at a time when so many employees could not attend their absence was made up for by a large number of the younger people. This no doubt will be the last winter or fall dance given by the club as there is no available hall in Bensenville now. But they will be able to give mid-summer dances in the Keobbe-man Pavillion which is an excellent place for warm weather dancing.

On account of the reporter being somewhat under the weather the greater portion of this month we have been unable to gather much news for this issue.

Business in the Terminal is sure good, especially the fruit business. Train after train of California fruit is arriving daily and is being handled promptly to team tracks or connecting lines as the case may be.

The many paving jobs throughout the terminal has made the receiving of thousands of car loads of material necessary and under proper supervision there has not been a single hitch in the handling of this material. Just now most of these contracts have been completed, but the five miles of paving to be done in Bensenville, the west end of the terminal, is just begun the first concrete being poured Oct. 14th. Their work was some what delayed by the sewer gang completing the storm sewer before the paving could be begun. Ornamental lighting system also being installed at this place and within a short time the majority of our employees working in this end of the terminal will no doubt locate at Bensenville.

We have missed the monthly write up from Bensenville Chapter No. 3 of the Women's Club but no doubt there is a reason. However the club is very much alive and we hope that others noticing no write up from them will not get the idea that OUR CLUB is not doing things for they sure are. The grounds around their beautiful club house have recently been filled in and their street was the first one to be paved. When springtime comes and the ladies get their walks and shrubbery and flowers all in their grounds will be one of the beauty spots of the town.

Yard master LaVern Smethurst and his family spent a week end visiting relatives in Wisconsin during Oct.

Switch tender Wm. Cunneen and wife have returned from a months trip on which they visited Washington state and on their return trip stopped off a few days to visit Williams mother at Billings, Montana.

Switchman Frank McNeal took a three months leave of absence and spent the time along the Pacific coast, Oh Yes, he got up into Western Canada for a few days. However he is now back on the job and says that he enjoyed his vacation exceptionally well.

Ben Webb, crew director at Bensenville just returning from a two weeks vacation. Kenneth Leahr handled the board during Bens absence.

Another terminal employee has been honored by being elected to a public office. Mr. Ed Bartholmey, who holds down a car clerks position was recently elected as a member of the Board of Education at Bensenville, his home town.

Iowa and Middle West

Ruby Eckman

THOS. Pendy Jr., son of Mrs. Thos. Pendy of Perry, was married October 11th at Dubuque, Iowa to Miss Catherine Schuster of that city. They will make their home in Chicago. Thomas learned the trade as boiler-maker in the Perry shops.

Machinist helper Lee Varnadore has been off duty for some time on account of trouble with his eyes. Lee got something in them while at work which caused an infection. He has been in Omaha for some time doctoring with a specialist.

If all the young brakemen pass the standard rules examination who have been called in for the class to be held the first part of November, there will be quite a few names added to the conductor's list on the Middle and West Iowa divisions. The five year men have all been notified to be ready for examination.

Miss Luella Tolbert sister of Conductor Lee Tolbert died at the Kings Daughter's hospital on October 6th following an operation. Miss Tolbert was one of the pioneer teachers in Perry having taught continuously for forty years. She was in the school room just a week before her death.

Charles Casper a laborer in one of the extra gangs died the latter part of September as the result of being struck by an engine of a passenger train pulling into Council Bluffs yard. No trace of any relatives of the man could be found.

Fireman James Wagner's wife is recovering from an attack of typhoid fever. She has been confined to her bed since the fore part of August.

Agent C. H. Tanner took his vacation the first couple weeks of October. W. J. Black relieved him.

Engineer George Dilger and wife of Sioux City were in Perry the fore part of October for a visit. "Doc" doesn't lay off very much but the Misses made him accompany her on the trip when she came down to the G I A convention.

Miss Catherine Stapleton the eldest daughter of Engineer Frank Stapleton, and Delmar Noah for some time an employe in the store department, were married at Indianola on September 24th. The young people will make their home in Des Moines as Delmar was displaced by a senior employe in the local store keeper's office at Perry so has taken a position in Des Moines until he can again hold a place in the list.

Conductor M. B. Moran's wife was at the Jennie Edmondson hospital in Council Bluffs the latter part of September for an operation. She recovered nicely and was able to return home in a couple weeks.

Engineer Lon Morgan is back to work after a months vacation part of which was spent in California with his brother-in-law

Frank Lanphere a retired engineer off the Prairie du Chene division. Mr. Lanphere has not been in good health for some time.

La Vern Utterback, son of conductor Clyde Utterback who is attending Still College in Des Moines, plays with an orchestra to help along his expenses. One night the first of October, La Vern and the rest of the Orchestra made a trip to Boone and on the way home ran out of gas. They tried to buy some of a farmer but couldn't so decided to stay in their car till day light. When they awakened they saw an oil barrel near a fence so thought they might borrow some. The barrel contained a couple quarts of kerosene which they took and started down the road but hadn't gone far when their car stopped again and the farmer from whom they borrowed the oil collected a few of his neighbors and impersonating officers collected ten dollars from Vern and his friends. Utterback told his father about the deal and Clyde took the matter up with the sheriff and had the would be officers refund the boys their ten dollars. They have had to stand for a lot of joking about the deal nevertheless.

Mrs. Verto Reichert and daughter came down from Aberdeen in October to visit at the A. B. Cate home. Mr. Reichert is in the superintendent's office at Aberdeen.

The business men at Perry put on a style show the last of September and offered prizes for the best slogans submitted. Conductor Clayton West's wife submitted one which gained her the first prize of five dollars and another which won a prize of one dollar.

A couple months ago Richard Singleton while inspecting his train at Tama was held up and robbed of his watch and purse. He reported the matter to the city police at Tama and the company police. They spent time on the matter with the result that the watch was returned to the home where Singleton rooms. His pocket book was also returned, but the money was missing so that his loss was only about twelve dollars.

James Saunders who has been working as stenographer in the round house foreman's office at Perry has resigned to go to Marquette University in Milwaukee. Machinist Sullivan's son Charles is also a student there.

Wm. McGowan clerk in the local store keeper's office at Perry has been working the chief clerk's job in the division store keeper's office at Marion for some time on account of the illness of Mr. Lahiff.

John Hess a new brakeman on the West Iowa extra list fell between the cars while walking over the top of his train the middle of September and suffered injuries which caused his death a few days later.

I&M Items

E. H. K.

MISS Winifred Hartsock, daughter of Condr. Hartsock, has left for Worcester, Mass., to take up her work as librarian.

Mrs. Emil Olson and her daughter, Mrs. E. G. Anderson and son, Donald, spent a few days at Carpenter, Iowa.

Born to Condr. and Mrs. Owen Cambern 1602 Oakland Ave., Sept. 29th, a young conductor.

Mrs. M. M. McNerny returned home from Escanaba, Mich., where she visited her sister.

Engineer Peter Pauley who recently underwent an operation at St. Olaf's Hospital is feeling good and back to work again.

Engineer Frank Baier was taken seriously ill recently and underwent an operation for acute appendicitis. He is doing nicely and hopes to leave the hospital in a few days.

Engineer Gifford Tallmadge and wife have returned from a visit with his son, Robert, in California. Giff also escaped the hay fever season in Minnesota.

Laying steel and graveling is about completed, on the I & M Div. K engines are now running between Austin and Calmar.

Jens Jorgenson is now a full fledged engineer having made his date on packing house switch engine.

Engineer John Anderson gets the ducks when he goes after them. The other day he fell into the Wheaton Marsh and came out with his pockets full. We all like ducks, John.

Eng. E. H. Kough, and wife, and son B. W. Kough motored to Milton Junction, Wis., and spent a week with Ed DeLong family and other relatives. From there, toured the northern part of Minnesota and came home feeling fine. E. H. completely recovered from hay fever.

Fullerton Avenue Building

J. T. Griffin

CONGRATULATIONS to Mr. and Mrs. Walter Stark, Freight Auditor's Office on the birth of a baby girl September 26th. Both baby and mother are well and Walter keeps on smiling.

Congratulations to Mr. and Mrs. G. G. Macina, Aud. Investment's Office on the birth of a baby girl. This is the third girl in the family.

The battle for the services of our highly talented musician Mr. John Faris, Freight Auditor's Office is being hotly contested among the leading musicians of Chicago. It will no doubt increase their drawing power at least 100%.

Frank Freeman, Aud. Investment's Office was married to Margaret Clifford on Saturday, September 3rd, 9 o'clock at Farmar City, Iowa, the home of the bride. They left on the three weeks honeymoon trip to California. His friends in the office presented him with a check.

The claim checking bureau is puzzled trying to figure out why Ed. Gibbons is so anxious to check claims on the 3rd floor. Is she a blonde or brunette, Ed?

Bowling fans are wondering why Ed Hyen, Freight Claim Dept. is not bowling in the C. M. & St. P. league this year. How about it, Ed?

Have you noticed Jim Garland, claim checking bureau, standing on the corner every morning waiting for her to pass by?

Dorothy Silsbie, Aud. Expenditure's Office has resigned to be married. Her co-workers presented her with Crystal ware.

Lawrence Wozny, Ticket Auditor's Office was married October 8th. His co-workers presented him with a set of Silverware—Congratulations!

The Statistical Bureau, Freight Auditor's Office had the honor of presenting Mr. A. Batcheller who celebrated his golden wedding anniversary on October 18th, 1927, with several gold coins and a beautiful hoquet of flowers. Mr. Batcheller extended an invitation to all his friends to attend the church services at Wesley M. E. Church where the wedding was celebrated. His co-workers wish him the best of luck and hope that he and his wife will enjoy many more years of happy married life. Mr. Batcheller has been an employee of the CM&StP for the past 20 years.

Irene Klinkey, Central Typing Bureau, was married October 1st. Her co-workers presented her with silverware.

Her Asthma and Cough are Gone

Suffered 15 Years. Found Quick Relief. No Sign of It Now.

Readers who have been tortured by asthma or bronchial trouble will be glad to know how Mrs. Amanda Kincaide, 1483 Lafayette St., Detroit, Mich., ended the disease. She says:

"I had asthma for fifteen years. I was very weak, had no appetite, and my cough was awful. It smothered me so I had to sit up in bed for hours, to get my breath. I am 60 years old, and had almost given up hope of ever being well. One day, I read in the paper what Nacor had done for another lady, and decided to try it. After the first few doses, I began feeling better and kept right on getting better, gaining in weight and strength. My asthma is gone, I have no cough, and am feeling fine in every way."

This remarkable letter is just one of hundreds received from sufferers from asthma, bronchitis, and severe chronic coughs, telling how their trouble left and never returned. Their letters and a booklet full of vital information about these stubborn diseases, will be sent free by Nacor Medicine Co., 627 State Life Bldg., Indianapolis, Ind. No matter how serious your case seems, it can do no harm to get this free information, and find out how thousands have been restored to health. Write for it today.—

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The Ticket Auditor's indoor baseball team won the championship by downing the Auditor of Expenditure team 11 to 6. Krumrei kept the Auditor of Expenditure's team well in hand, while he and his mates battered the delivery of Joe Martin and Taber for fourteen hits.

Krumrei was the individual star; besides sending fourteen of the "Expenditure" away from the plate via the strike-out route, he uncorked 3 hits. Tobin, relief pitcher and first baseman was author of four hits, including a triple double and two singles.

Specht starred for the losers by belting three singles and by faultless fielding.

Summary: Two base hits: Tobin, Hanahan, Lipnicky, Schmidt. Three base hits: Tobin, L. Anderson. Hit by batted ball: J. Martin, Krumrei. Struck out by: Krumrei, 14, Tobin 2, Martin, 3, Taber 4, Base on balls, Krumrei 1, Martin 5, Taber 1. Innings pitched Krumrei 8, Tobin 1; Martin 5 2/3, Taber 3 1/3. Winning pitcher Krumrei, Losing pitcher, Martin.

The newly organized Bowling League of the CM&StP Ladies at the Fullerton Avenue Building has gotten under way as you will note below in the standings at the end of the second week.

This is one line of sport that should have been taken up among the Ladies a long time ago and we are sure that as the present league, comprising of 8 teams with 3 girls on each team, goes along there will eventually be more girls to get the fever so that we may be able to increase to 5 girls on each team.

If you want to hear some real noise and be convinced of the success of this new league, just drop around to the Crystal Alleys at 1349 Fullerton Ave. on Monday nights at 5:15 PM and help root for your favorite team.

Teams	Won	Lost	Pct.	High	Tot.	Av.
Com. No. 1	6	0	1000	403	2217	369
Typing	6	0	1000	378	2174	362
Frt. Ad. No. 1	5	1	.833	295	1436	239
Car Acct.	3	3	.500	453	2290	382
Ticket Aud.	2	4	.333	275	1455	242
Com. No. 2	1	5	.167	307	1555	259
Aud. of Ex.	1	5	.167	237	1229	204
Frt. Ad. No. 2	0	6	.000	262	1314	219
Play. & Club Games				High	Tot.	Pins Av.
J. McDonald Comp. No. 1	6	158	856	143		
V. Kulston Car Acct.	6	164	804	138		
E. Albright Comp. No. 1	6	150	781	130		
G. Narjes Car Acct.	6	166	771	128		
F. Benson Car Acct.	6	152	715	119		
M. Porten Typing	6	141	693	115		
E. Reck Comp. No. 2	6	142	648	108		
M. Prestin Typing	6	115	604	101		
M. Bear Tkt. Aud.	6	112	601	100		
M. Maney Frt. Aud. No. 2	6	115	581	97		

Tacoma Shop Notes "Andy"

GEO. Girard, paid a visit to his old stamping grounds in Deer Lodge recently, and reports that all is lovely.

Sam Virgil believes that about the best way to get up in the world is via the air, and suiting the action to the word he took an aeroplane ride, and reports that he enjoyed the sensation immensely, and if he had the time, he would take up aviation as a steady diet and show up this Lindberg fellow.

Ruth Snyder, daughter of Harvey Snyder, underwent a serious operation recently, and late reports that she is getting along fine.

J. Maloney who has been laid up in the hospital, is now back home and improving. The young daughter of Andy Miller, Machinist, passed away recently and we wish to offer our sympathies.

Sam Hargraves who has been on the sick list is now back on the job.

Fred Amidon formerly of Miles City, is now located at Tacoma doing his stuff as supervisor of machinists.

This is a poor time of the year for anybody to shed their furs, but that is just what Chief Herring choker, Leonard Johnson did when he snipped off the white wash brush and erstwhile soup strainer he had parked under his jib-boom. L. J. must have decided to come out from behind the bush and fight like a man in the open. It is a very hard matter to decide whether or not he is better looking before or after, for he is such a darn good looking bird, and far be it from us to be so technical as to split hairs on this subject.

Mr. Brewster of the Store Department force, has taken a 90 day leave of absence—that is he has gone by-by for about 90 days—no he is not in jail, at least not when we last heard from him. Joseph Mason is taking care of Brewster's work while he is absent.

We have heard that Andy Bullwinkle, the fellow who has a corner on the Claim Agent business around here, is a bear on bear stories—we have heard that he at one time hunted bear in the wilds of Wisconsin, but when he was in Montana, he just went after them with an axe. I suppose he just cut them down to his size—then, sock—sock—zowie—a KO.

Speaking of hunting—did you ever hear of Wilbur Lauckhart our stenographer—no he doesn't use the hunt system, he uses the touch—ever been touched?—well anyway to get back to our story—Wilbur went a-hunting recently in the wilds of Bellingham, and returned with the limit of birds—he says that he shot them, but our opinion is that when the birds saw him in his elaborate hunting togs, they just died laughing, that's all.

Geo. Cessford says that the place the Veterans picked for their 1927 convention was as hot as --- well anyway, it was pretty warm—we are speaking of the weather, and he hopes that the next convention will be held on the Coast where the weather is always just right.

The Elwell Parker crane truck received at Tacoma Shops is proving to be a great help in speeding up locomotive repairs.

It is about time that we made a few caustic remarks about our friend Josephus Straussman. It appears that Joe has a radio, at least he has for some time been trying to leave that impression, but you know Joe is such a kiddy, you can't always believe what he says, however, we do believe that he has a five tube static collector, and we know positively that it is equipped with an eliminator, for the other night it was percolating 100 percent, it eliminated everything, and upon investigation it was found that the tube had suffered a paralytic stroke, probably from old age, however, this was eliminated from the eliminator. And then Joe's "A" battery, correction—the radio's "A" battery, went hay wire, and of course that had to be eliminated, and a new one purchased, which left a little nick in his bank account, and then Joe eliminated some of his tubes by installing some of the very latest design, yes, even later than that, so now after final adjustments have been made, he gets Seattle stations real loud.

It has been reported that Jim Maloney of the Store Department has just returned from the East, where he has disposed of his business holdings amounting to several figures.

Ray Fletcher has just returned from a vacation spent motoring around the country in his Chrysler roadster.

Iowa (East) Division and Calmar Line

J. T. Raymond

OPERATOR L. F. Fialo of Clinton was away several days, L. G. Ireland relieving.

Agent J. Maloney of Sabula was away on a short visit, W. D. Schesser relieved him during his absence.

Supt. Harry F. Gibson of Ottumwa visited briefly in Marion several times in October. He is always assured of a warm welcome from the many friends he has made on the Iowa Division.

Condr. John Flinn has not been on his run between Marion and Chicago for a number of weeks. He has been greatly missed by his friends. We understand he is ill at his home in Elgin, hope it is nothing serious that he may be back in the ranks again soon.

T. J. Allen worked on the clerks job Dispr. office Marion for two weeks in October.

Cndr. Ernest R. Golden of Marion was found dead in the caboose at Monticello Tuesday October 4th at 6:30 PM. He had worked as brakeman on No. 93 Calmar to Monticello finishing work at 1:30 PM. He was cleaning his lanterns when he suffered a heart attack.

He was born Oct. 4th 1884, in Stone City, thus he died on his forty-third birthday. He was married and had one son who is 4 years old. He was a member of the Christian Church, Marion Lodge No. 6 AF&AM, F. T. Fox Lodge 319 B. of R. T. The funeral was held at the Christian Church at Marion and was very largely attended, many railway friends from out of the city attended.

"Ernie" had been with the Milwaukee Company for 18 years and was very popular with his fellow employees. There is genuine regret felt by all at his untimely death. We wish to express the deepest sympathy felt by his friends on the division to the surviving members of the family in their bereavement.

Condr. Ben Buckley of Marion has been ill for several weeks and is improving slowly.

Frank Naso who has been working with E. L. Sinclair's force has resigned and is attending school at Ames. Darrell Marchant of Marion succeeds him.

Mr. and Mrs. J. H. Foster of Minneapolis spent several days in Marion early in October visiting with the Karl W. Kendall family.

Dispr. and Mrs. Willis Jordan spent two weeks vacation visiting relatives in Denver, Colo.

Dispr. Laurence S. Dove worked the swing job and E. E. Edwards second trick for two weeks in October.

Word comes from Will R. Barber at Mitchell, S. D. that he is having fine success in securing new members for the Milwaukee Pension Ass'n., Billy has a fine proposition to present to the Milwaukee Employees and we know of no more capable man for the work. The September statement shows the pension fund well beyond the million dollar mark.

The funeral services of C. L. Tanner of Miles City, Montana were held at Cedar Rapids, Iowa Sept 27th where the remains were laid away. Mr. Tanner was at one time Round House Foreman at Marion. We deeply regret to learn of his passing away.

Agent J. B. Howe of Onedia who has been on a months vacation has resumed work.

Opr. E. T. Corbett of Persia has taken second trick at Paralta.

Ticket Clerk Roy Blackledge and Signal Maintainer S. C. Lawson attended the Grand

Chapter meeting of Royal Arch Masons at Creston, Iowa, October 11th, 12th and 13th.

Agent L. A. Patton of Wauconda was on a weeks vacation the first part of October. Relief Agent F. E. Sorg relieved him during his absence.

Operator and Ticket Clerk, George Crabbs of Cedar Rapids went to Washington, D. C. to attend a Ticket Agents convention, making an extensive trip with the delegates. Opr. M. F. Kelly worked in Mr. Crabbs' place.

Condr. Thos. Freeman is off duty account sickness, Condr. J. A. Hall relieving on Nos. 7 and 20 between Marion and Omaha.

Passenger Brakeman W. R. Pollard spent several days in Minneapolis on business. Brakeman H. R. Perrin relieving on Nos. 7 and 20 between Marion and Omaha.

Passenger Brakeman R. C. Seager is spending a couple weeks fishing in the lakes in Minnesota.

Condr. C. W. Rollins, who has been laying off for a few weeks has returned to work on Nos. 93 and 94 between Calmar and Monticello. Condr. C. N. Goite who was relieving Rollins has laid off to go on a fishing trip.

Train Baggage F. A. Dougherty, who has been off duty for several weeks account submitting to an operation in Washington Boulevard Hospital, has returned to work on Nos. 22 and 25 between Cedar Rapids and Calmar. Brakeman W. R. Johnson, who was relieving him, is again "bucking" the slow board at Marion.

Miss Blanche Remington, steno in the Supt's Office, and Idelle Fullerton, Roadmaster's Clerk, spent the week end of Sept. 25th in the Windy City taking in the sights.

Miss Hanah Johnson, steno in the Supt's Office and Miss Nora Lackey, comptometer operator, spent two weeks in September making a trip through the west, taking in Seattle, Portland, Victoria and Vancouver.

Condr. A. E. Young of Monticello has taken his wife to Rochester, Minn., for treatment. Condr. R. B. Eckhart is relieving him on Nos. 90 and 97 between Monticello and Oxford Jct.

Condr. Chas. Cornelius who has been off duty for several months on account of sickness has resumed work on Nos. 3 and 4 between Omaha and Marion. Condr. Lee Tolbert, who has been on this run during Mr. Cornelius' absence has taken the Perry—Omaha run.

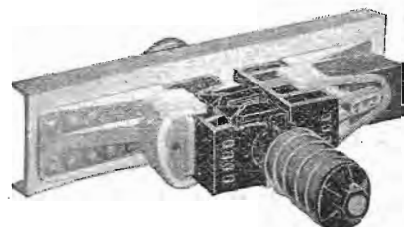
Condr. L. J. Pazour and wife of Monticello are happy owing to the recent arrival of a baby girl. The magazine extends congratulations.

Sparks From the East End of the Electrification

By Adolph C. Knudson

ALL these fellows you see strolling around looking absentminded are not professors or students; nor are they magazine writers dopping out their bunk. They are only the fellows that bet on Jack Dempsey trying to figure out how it all happened. The saddest part of it is, they failed to heed the advice of the Harlow Store Department, willingly given, to place all their money on Mr. Tunney to win. Nor was the Store Department the only one supporting the fighting marine, there was Lawton Burrows, our veteran Machinist, who was lined up right. "Dad" has had a h-e-c-k-o-f-a-time telling these birds where they made their mistake in figuring that Dempsey had a chance to win. After all, we all have to live and learn, even to Paddy Schultz and Marion Trudenowskie.

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Before you slide back his change, just ask: "A Travelers Accident Ticket for the trip—five thousand dollars for a quarter a day?"

Do this consistently, and watch your commissions grow!

Ticket Department

**The TRAVELERS
INSURANCE COMPANY**
HARTFORD :: CONNECTICUT

Our Car Foreman, Ed. Haugen, has enjoyed a visit from his father during the past six weeks. This is Mr. Haugen's first visit to the "land of the free", Bergen, Norway being his home, and he seems to be highly impressed with things American. Ed received a radio message from him while he was on the high seas.

The days of our old steam air compressor are numbered, it will soon be regaled to a windjammers' happy hunting grounds. The work of installing the new electric compressor is progressing nicely, the machine is set up,

the building housing it is finished, as is the electrical work; all that remains to be done is the pipe work. The work of setting it up was directed by Mr. Reitmeyer, of Deer Lodge, assisted by Machinist A. J. Mooney, his helper, Frank Eaton, and Ed. Johnsons' B & B camp. The electrical work being done by electrician, Norton; the pipe work is being taken care of by pipefitter, Shepard, and his helper, Hill. Harlowton shops will soon be 100% electrically operated.

Oscar Peterson, clerk at the Roundhouse, enjoyed a two weeks vacation the later part of September. He demonstrated his good taste by spending it right here in Harlowton where we have as good looking girls as are to be found anywhere on earth. Arden Raynor, came up from Mobridge to relieve him. Come again Arden when you can stay longer.

E. M. Carver, who has been P. F. I. at Mobridge for several months, is now on that job here. This being Carvers' home town he is glad to get back, and we are glad to see him. W. D. Campbell, who has been P. F. I. here, has bid in the newly reinstated position at Miles City.

Car Inspector, Dan McCarthy, has asked us please not to mention his name in these columns.

A change, which is in the nature of an elimination of a duplication of effort, consolidating the triple valve repair and cleaning work at Deer Lodge, for the Missoula, Rocky Mountain and Northern Montana divisions, became effective October 1. This closes the repair room here and the men who have been employed there have been transferred to other duties.

A shift in residences on the flat finds W. J. Shector and family living in the house formerly occupied by Paddy Schultz and family, on East Sixth Street; Paddy having purchased the Darrington property on Seventh Street. Not to be outdone by the fellows of the Locomotive Department, Barney Murphy, caboose supply man, sold his property on Urner Hill and moved into his former home on the flat.

A newcomer to our ranks is Harold Backen Jr., who is employed at the freight house. He came along just in time to get in on the big rush. Welcome! Harold.

Some of our readers are actually asking why Paul Hoffister is wearing that happy look. We would like to ask these poor mortals, have you not heard of the big event that

took place in Butte September 19? Yes, sir, Paul has added a charming young lady to the large Milwaukee family. Before her marriage, which took place at the home of her parents, she was Miss Ivy Williams daughter of Mr. and Mrs. F. W. Williams, of Butte. Mrs. Hoffister has been a resident of Harlowton for several years, being employed in a local attorneys office, and is very popular in the younger set. The happy couple spent several weeks "honeymooning" out on the coast, and are now at home to their friends in the Duferene Apartments on Mill Hill. To say that Paul is making things hum around the Car Clerk's desk is stating it rather mild, that young fellow sure has a world of pep these days. Hand in hand with the ringing of the wedding bells, goes the wishes of their many friends for a happy married life; may only sunshine greet them in their journey along life's highway.

Second shift operator, Nick Carolyn, enjoyed a visit from his daughter Marguerite Carolyn, of Minneapolis, during the later part of September. She was enroute to the Hawaiian Islands, where she has accepted a position as nurse in the U. S. hospital. Nick accompanied her as far as San Francisco.

Car Inspector, P. A. Johnson, who has been employed in that position at Three Forks for several months, is back with us again; this time as Chief Inspector. We are glad to see Pete with us again, and when it comes to car inspecting, he sure knows his berries.

S. T. Moody, of the Car Department, returned home the later part of September from Miles City, where he was confined in the hospital several weeks as the result of an automobile accident Labor Day, four miles west of Ryegate. S. T. is well on the road to recovery now and will soon be back on the job again.

Machinist and Mrs. John Enders, left October 1, for a thirty day visit out on the coast. We wonder, will Johnny keep in trim pitching horseshoes while away?

John Ellingson, who has been employed in the Air Room on the Riptrack the last eight years, has been transferred to Deer Lodge. He assumed his duties there October 1.

District Accountant's Office

MR. A. E. Long underwent a serious operation the first of September but we are glad to report that he is improving, and hope it will not be long until we will again see his smiling face in the A. F. E. Department.

Ann Johnson and friends motored to Portland over Labor Day but someone else must have piloted chevie. Ann Iris is a first class comptometer operator, but as a driver we aren't so sure.

Mr. Bell is with us again and looking fine. Idaho must be some place.

Ruth R. has a stiff neck, how come, the Dodge is a closed car?

Miss Helen Amidon was the successful bidder for the comptometer position in this office. Miss Helen is from Miles City, Mont. Welcome to our city.

Messrs. Grabenstein and Bamberger were recent visitors at this office. It seems good to see some of our old friends again and may they come more often in the future.

The Inventory is in full swing and this office sounds like a boiler factory.

Leonard Johnson says he can eat corn on the cob with his "foneys."

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RATES PER DAY - NONE HIGHER
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ROOMS WITH PRIVATE BATH - FOR ONE PERSON - 3.00-3.50 - FOR TWO PERSONS - 4.00-5.00

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

Nora B. Decco

ALMOST forgot I am supposed to send whatever I can scare up to Chicago to get printed and called news for this part of the railroad and as I haven't any news to speak of I am afraid I will get removed from this position if I don't do better next time, however—

Engr. Flynn has what is known as the Barber Shop Blues—he saw a couple of sweet pretty young girls selling magazines and offered to help them out, well they talked and talked and it cost him about eleven dollars from all we can hear, before they went out, now Mrs. Flynn will have The Ladies Home Journal, The Country Gentleman, The Youths Companion, The Successful Farming, Field and Stream, Pictorial Review, McCall's, Harpers, Butte Miner, Chicago Tribune, Christian Science Monitor, Ed Howes Daily, Line 'O Type, Milwaukee Employees Magazine etc. etc., and so on forever, well that is what you get by asking for information.

Third Trick Operator Joe Jost put one over on all of us last summer when he and Miss Florence Eck, Three Forks young lady went over to Missoula and got married, July 28th to be exact. They are now making their home in Three Forks and we all offer Mr. Jost our congratulations as he has for his wife one of our city's prettiest girls. May their life be a long and happy one and the best wishes of the entire division are offered to this young couple.

Mrs. Kettle wife of Condr. Kettle of the trolley crew fell and broke her arm on the evening of Oct. 18th while crossing the tracks here in the yard on her way home from the show. We hope for her speedy recovery.

Condr. Boyer is taking a lay off, his run has been taken by Condr. Spayde.

Condr. and Mrs. Coffin have returned from a short trip east where they visited friends and relatives for a few weeks.

Operator Byrne has gone to Miles City where he is working as operator, he don't like anything as well as the Gallatin Gateway however.

F. M. Byrne who has been working at Martinsdale has gone to second trick Harlowton to relieve operator Caralton for a few days, as he was taken sick. Operator Herrington second Sappington who has been away on his ranch for three months has returned to work again, Operator Elliott relieved him there.

Mrs. Heir wife of Condr. Heir has returned from the St. James hospital in Butte where she underwent a serious operation last month. She is very greatly improved in health.

The Three Forks Chapter of the Milwaukee Women's Club is going to give a great big Halloween party to all the members and their men folks Oct. 28th, everyone is ready for it especially the feed. At least that is all the men seem to think about in connection with a party and especially one the Women's club gives. We will tell you about it next time.

Mrs. E. F. Rummell, Miss Lindskog and our nice lady Editor Mrs. Kendall stopped off a day to see us first of Oct., a business meeting of the club was called and Mrs. Kendall took a trip over to Bozeman to look things over there and find a pretty cover for the magazine.

Mrs. Orr of Butte, sister of Mrs. Progreba has been visiting her here, and is leaving for Kansas City where she will make her home.

Wisconsin Valley Division Notes Lillian

MRS. Ed. Czmanski was called to Chicago on account of the illness of her son.

Mr. W. C. Milne is receiving treatments at the Washington Boulevard Hospital, Chicago.

Mrs. R. H. Cunningham was successful in making Milwaukee sales for a party who made an eastern trip and by her solicitation secured one Chicago and one Cleveland ticket over the CM&STP Ry.

H. L. Vachreau, Train Dispatcher should be credited with the sale of a ticket to a party from Port Edwards to St. Paul. Mr. Vachreau learned of this party intending to make the trip and solicited the business via CM&STP Ry.

Miss Louise Daniels, daughter of Mr. and Mrs. D. O. Daniels and Clarence Durkee were united in marriage at 3:30, Saturday October 1st, at the First Methodist Church, Wausau. They left for a two weeks motor trip through Canada. Mr. and Mrs. Durkee will reside in Wausau and the Milwaukee employees extend congratulations and best wishes for a long and happy wedded life.

Mr. Truman Styles is at St. Mary's Hospital where it was found necessary to remove one of his eye balls, on account of an injury received while working on the section at Babcock.

A baby boy was born to Mr. and Mrs. John Brown, at St. Mary's Hospital on Sept. 24th.

Mrs. N. J. McGinley was called to Tomahawk on account of the illness of her mother.

Mrs. Ruben Linder is visiting with her parents at Chamberlain, South Dakota.

The Safety First meeting called for Monday, Oct. 3rd was held in the Milwaukee Ry. Women's Club House. There was an excellent attendance and a very interesting meeting took place. After the meeting the men were served with sandwiches, pickles, doughnuts and coffee and if the men enjoyed the refreshments half as much as the ladies did serving them the affair was a success without doubt. Mrs. A. I. Lathrop gave a short talk making plain the purpose of the Club and her speech was very effective for it resulted in 25 or more men enrolling as contributing members.

Mr. T. Gardner, flagman at the 7th street crossing who is always interested in improvements connected with the CM&STP Ry. Company volunteered to put up a lattice work on the porch of the Women's Club House which is surely a valuable improvement to the building and is very much appreciated by the ladies.

Mrs. Ferd Lehrbas has been confined to her home on account of illness.

Mrs. Harry Norenberg of Tomahawk has been on the sick list.

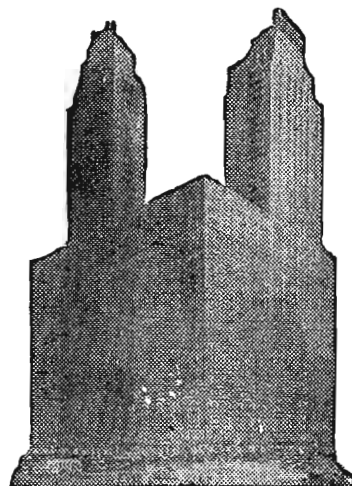
Mr. Kamil Yirkovsky, clerk at Mosinee, was united in marriage with Miss Leona King, on September 17th. Congratulations and best wishes to the Newly Weds.

Mr. and Mrs. A. I. Lathrop left this morning for an extended trip through the east. They expect to be gone about three weeks.

A Card party for all the Milwaukee employees will be held this evening at the Club house and a large attendance is expected.

News from the District Account- ant's Office K. K. K.

THE world series are now on, statistics show
18 Sick Grandmothers



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46 Stories High**

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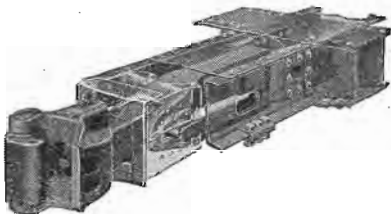
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Geo. B. Carpenter & Co.

440 N. Wells St. CHICAGO

Page Forty-two

- 5 Sick Employees
- 2 on Vacation
- 1 looking for their lost pocket book at Ledger Square.

Of course there are a number of excuses that haven't been used yet, but this is only the first game.

What do you know about it, Leonard Johnson is short his mustache. He looks ten years younger but very short of hair. This is the first time his upper lip has seen the light of day for many moons.

Pete is reporting on a visit to the Puyallup Fair. I saw lots of calves in the stock yards, and chicken, what kind? Oh, white leghorns.

Burton T. That's the worst slam I've had handed me in a long time.

Howard R. What's that?

B.T. Ann J. told me she wanted one of those files, but wasn't monkey enough to climb up and get it, so she asked me to get it.

Frank saw the fight pictures. He says the Referee and Tunney licked Dempsey. But why bring that up.

Well the Western Washington Fair at Puyallup is over. Wednesday was Tacoma Day and the office was closed at 4:30 PM so the force could go. (We usually quit work at half past four.)

It is said "That the early bird gets the worm." Dick Baughn, Helen Amidon and Leonard Johnson get down to the office about 7:30 every morning, therefore there are no worms left for the rest of us birds; but then we eat our breakfast at home, so why catch the worm.

The latest in mens hats are being worn by Messrs. Pyette and Petersen.

We are all looking forward to the Milwaukee Women's Club Dance on October 21st. We are sure that if prizes were offered that Messrs. Opie and Wende would carry off the honors.

One of the "Long" legs of our AFE Bureau, commonly known as Archie, is convalescing at his home after a serious operation. Our old friend Victor McFadden kindly installed a radio to help while away the long hours. Archie forgot to go to bed the first evening, listening to it. He says, "He can get everything, and all we lack is a broadcasting station here at the office to make him feel right at home. If he could only get Station TFDD (Tide Flats Dippy Dope) he would be all right.

We are sorry to report that our District Accountant Mr. Pyette had an argument with the steam heat valve recently, which is operated outside the office and apparently came off second best, as he returned with a sprained ankle. We are glad to report that he is very nearly recovered. The valve is also in much better condition than formerly.

Madison Division News Items

TO look at Berdella Niebuhr these days is enough to break ones heart. We have traced the reason for the downheartedness to the Chief Dispatcher's Office where we find Mr. Maxwell's clerk, Frank Lamanskie, is on his vacation. Cheer up, Berdella, it will only last a week.

Conductor McPherson of the Portage Way Freight does not show up at the Master Mechanic's Office any more. Miss Johnson is now in New York. We wonder if that has anything to do with it.

Bess Hick, stenographer to Chief Carpenter Murray, is afraid she will gain too much weight so she has cut her morning meals to doughnuts and coffee. It's OK, Bess, gentlemen prefer slender girls.

Tom Dorsey, our kindhearted friend, lost \$5.00 on the "World Series." Tom says he thought sure the last game was framed so he bet his last \$5.00 on the Pirates. Anybody wanting to lose five on the next Football game, see Tom as he is going back after his \$5.00.

Steamfitters from Milwaukee sure came to Madison in the nick of time. They have repaired steam leaks in the Baggage Room and now working on the Depot. These days are pretty cold and the heat feels good. Thanks. Barney.

Frank Shipley, Sr., Custodian at Cross Plains, Wis., was surprised on his birthday by relatives. Frank got a garden hose and a reel for a remembrance. He says that they sure will come in handy this Winter in case of fire. The Fire Dept., he claims is so slow they have to hitch a team on the Ford truck and pull it to the place of the fire and then when they get there, they find they lent their hose out so he takes no chances with them. You can't blame Frank if you see his home and garden in the summer time. You wouldn't want to lose them either for fault of a rotten Fire Department.

Louis DuBois, Machinist at Madison, had the misfortune to have his hand badly bruised while changing tires on an engine. Engine tires are bigger than Ford tires, Louie. Be more careful in the future.

Frank Shipley, Jr., brakeman on the Madison Div., has a new suit, a new watch and a good job. If you want to know any more about it, ask Conductor Mike Mullen.

Joe Sarwick, machinist helper at Madison, who has been in Chicago undergoing an operation on his foot, is back to work again. He is improving slowly. Best of luck, Joe.

Tom Kelly, our good looking Chief Caller at Madison is the proud owner of a well bred German Police dog. Beware! leave Tom alone from now on.

Bowling is now the talk of the day. Madison has picked up eight good teams bowling every Friday nite. There will be some good material within a short time.

Mr. J. A. Macdonald, Supt., is the owner of a new Nash Sedan. Some car.

We are rounding out another year and in looking over the list of employees who have been in active service for 25 years and longer we find a number of names recently added. The report of the Veterans Annual Convention held at Minneapolis, as published in the October issue of the magazine should inspire everyone to want to be connected with this wonderful organization. Anyone with the required service with this Company desiring to make application can do so by getting in touch with a member or writing the Superintendent of this Division. Every employee eligible should be wearing a 25-35 or 45 year button. Let's Go.

Michael O'Connell employed on this Division for past 45 years died at his home in Madison October 18th. He was employed for a number of years as brakeman but was forced to give up that work caused by an injury. Since that time he has been employed on Mills Street crossing in the city, in which he grew from boyhood.

John Dahnke, Operator, Richland Center, also Herbert Moe, Switchman, Janesville tired of single blessedness have joined the Benedicts. The ceremonies for the Dahnkes was held at Middleton while the Moe's were

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attended in the State where the tall corn
grows. Herbert was nigh stranded for his
applications for passes were minus (wife) and
they were made that way. Leo Coper came
to the rescue and acted as middle man or
runner and the passes were fixed up o.k.—alls
well.

Tom Pagel, Clark, Hubbard, and Gilbert
Schuler have returned from attending the
Ticket Agents Convention in the east, ac-
companying the party to Washington, New
York, Niagara Falls and Montreal. Cities in
Canada are getting very popular and attract
Conventions.

Jesse Gray is getting to be quite a hunter.
He borrowed Agent Brown's (Woodman)
single barreled shot gun and took to the hill-
side and bagged two great big squirrels. Jess
must have got his hunting knowledge from
Andy Gump's hunting lodge or the Madison
parks.

Milwaukee Store Department Notes

A. M. H.

THERE have been more than several in-
quiries relative to Matt Lowery's absence
from the office for an hour or so one Monday
morning a few weeks ago. It has been ru-
mored that Matt was out checking up on the
water hydrants on the east side of the city.
This certainly requires an explanation, Matt.

Norma Will wanted to experience the won-
derful sensation of playing golf minus a
head gear, and so she did one Sunday out at
Grant Park. However, Norma knows now
that experience is a dear teacher, as after her
little escapade, she was confined to her home
for a week with the grip, an ear ache, and
several other ailments.

Mary Schneider is the new comptometer
operator. Welcome to our office, Mary.

Bill Kutter has been feeling very much
neglected account of his name not appearing
in the magazine, so here you are William J.

Ruth Brimmer just wants to announce
that she has again started bowling, and her
scores will be cheerfully given. No reason
why they should be withheld, Ruth says.

Bert Philip has joined the ranks of these
letting their hair grow. Worse than slow
motion pictures. Isn't it Bert? But don't
give up the ship.

Getrude Kiely has been having so many
good times lately that she is just full of
conversation.

John Wandell spent part of his vacation in
Montana, and for fear he wouldn't be no-
ticed upon returning to the office, he brought
with him on that nice gray suit a deliciously
strong scent of sachet. We might excuse per-
fume, John, but never sachet.

Joe Eckert's large red mustache certainly
is not at all becoming to his particular style
of beauty, and we are sure a lawn mower
and a little wax would help it considerably.

Kansas City Division C. M. G.

THE civics committee of the Chamber of
Commerce, Excelsior Springs, Mo., made
the announcement early last spring of their
sponsoring a city beautiful contest, and that
valuable prizes would be awarded the school
students, city organizations and clubs making
the greatest improvement throughout the sum-
mer in city beautification projects. Also an-
nounced a prize of \$50.00 to be given for
the most beautiful property in the city, regard-
less of entrant. The co-operation of the Kan-
sas City Garden Association was secured, and
representatives from that body visited Excel-

sior Springs regularly for the past five months,
inspecting each plot entered in the contest.
On October 3rd the decision of the committee
was announced, as to the winners of the vari-
ous prizes, and the \$50.00 for the most beau-
tiful property in the city was awarded the
Milwaukee station grounds. Agent Harry F.
Owens and Mrs. Owens are responsible for
the attractive and beautiful grounds surround-
ing the Milwaukee station. The arranging
of the two rose arbors and the seats, the plant-
ing and caretaking of the roses, shrubbery and
other plants have always been given their per-
sonal supervision. The beauty and charm of
the grounds are widely known and are attract-
ing hundreds of visitors.

Traveling Engineer Harry N. Howard re-
cently attended a special meeting at Milwaukee
of Traveling Engineers and while there saw
Walter Bates, now Traveling Engineer at
Terre Haute, Ind. Mr. Bates desired to be
remembered to all his Kansas City Division
friends. Bubbles' latest song, and one that he
is always singing, is "The Chillicothe Blues."

Albert E. Snow, passenger brakeman, has
moved his family to Cedar Rapids. Since
the change in schedule of trains No. 108 and
103 Mr. Snow finds it more convenient to
have his residence in Cedar Rapids.

Tom Richards, formerly foreman at Store
Department, West Yard, has been transferred
to Galewood as local storekeeper. We wish
him success in his new position.

Eugene Greenwald, General Iron Bridge
Foreman, headquarters in Milwaukee, is con-
fined to the hospital account of injuries re-
ceived while inspecting iron bridge at Grand
River, three miles west of Chillicothe. We
regret that he met with such a mishap while
on the Kansas City Division and we wish
him a speedy recovery.

Mrs. Jno. Evans left on October 6th for
Amarilla, Texas to visit her sons and will
journey from there to Hanford, Calif. to
visit with her sister. Chief Carpenter Evans
says he is going to be very lonesome while
the Mrs. is away. ATTENTION—his tele-
phone number is 2458W.

Mrs. R. E. Dove has gone to Des Moines
to visit for some time. Just another lonesome
hubby, and Bob says he surely misses that
daily cup of good homemade java.

Chief Carpenter Evans is very busy getting
ready to renew iron spans on Grand River
Bridge, three miles west of Chillicothe. Now
driving false work and expects to erect the
iron spans in the early part of December.

Roadmaster Barnoske and Mrs. Barnoske
recently returned from a ten days trip over-
land. They visited relatives at Persia, Iowa
and from there motored to Montevideo, Minn.
Also visited in New Ulm, Minn., Clear Lake
and Marshalltown, Iowa.

Tom Carville, Section Foreman at Fairfax,
has a new son.

A prominent citizen of Blakesburg has in-
formed storehelper Schaefer that the rabbit
hunting will be good around there this win-
ter. Schaefer plans to go rabbit hunting at
every opportunity and expects to take his
nephew ACTubaugh along to help carry the
rabbits home.

Mrs. H. F. Gibson, wife of Superintendent,
is visiting relatives in Aberdeen, S. D.

Bits of latest news from the Ottumwa
Freight House:

Miss Xexia Swinney, our efficient bill clerk,
has returned from a trip thru the East. She
said that she enjoyed the trip very much but
was glad to get back to old Iowa.

Ed. Conway, Division Captain of Police,
called on us this week, but forgot to bring

the bride with him. Ed carries a picture—but anyhow, Ed you have our sincere congratulations and wishes for a happy future.

We have a hard time explaining, to the girls in the office, just what the "World Series" means, who is playing, etc. Jay Farrell says that he will be glad when it is all over, for it takes too much of his time explaining.

Chas. Pierson, our old standby, is laying off for a few days on account of an injury received at his home last week. We hope to see Charley back on the job soon, as we miss him very much, as he always has a smile for everybody, ready to help at all times, and in spite of his 39 years of service, is one of the best men we have.

Max Hampshire is back from his vacation and is very quiet as to what kind of a time he had. We do not know whether the game laws ran out or his ammunition, but we did not get our game or fish dinner to date.

Ivor Carlson, our musical director, is getting line up for the radio station, which opens at the Hotel Ottumwa on October 15th. He says he has the quartet all set and all he lacks now is the singers. Please don't crowd.

Jay Farrell contends that folks don't know the real place to spend a vacation. He spent his in Canada. Beautiful scenery and hospitable folks are two reasons given by Jay for vacationing in Canada. We know of a third and better reason, but let's not mention it.

Elizabeth Evans, Comptometer Operator in Superintendent's office, just returned from a vacation spent in Atlanta, Ga., and Charleston, N. C.

Ed. Dornis has been reappointed on the position of Trainmaster's clerk. Ed left us for a few months and did vacation work in the General Manager's office in Chicago.

S. M. East M. B. M.

THE big event of the season takes place on Oct. 20 and 21st when our Division Accountant R. G. Evenson appears behind the foot lights in the Musical Comedy "That's That." We assure you it will be a great success as Ron is the head man.

Asst. Cashier Ellery Barker spent his vacation the last half of September wandering about the woods of Northern Minnesota. Barker said he met some real nice Indian Maidens, but is still true to Rosie.

Mrs. A. Hesler, wife of Engineer A. Hesler, went to Rochester to visit her daughter Mildred who is in training at St. Marys Hospital.

Ticket Agent John Schultz went to Luna, Iowa Oct. 10th to spend a week at the home of his mother.

Edmund Doyle, Steno in Supt. office spent Sunday with his parents in St. Paul, Minn.

Mrs. L. Flannery has resigned from her duties as comptometer operator in the Division Superintendent's office. Miss Evelyn Trenary, formerly of the Hormel Office, is our new Comptometer Operator.

Fireman John C. Iverson was married to Margaret Weiler at Faribault, Minn., September 28th, 1927.

Miss Rose Krulish, Train Time Keeper, spent Sunday October 29th at the home of her brother in Waterloo, Iowa.

Conductor W. H. Deare and wife visited first part of October in Pontiac, Mich.

Chief Carpenter S. J. Kurzeka and wife attended C. C. Convention in Duluth, Minn. Oct. 18, 19 and 20th, 1927.

Mrs. Joe Klema, wife of Yard Foreman, has gone to Worthington, Minn., to receive medical treatment.

Local Storekeeper William Beckel and wife has returned home after spending a very pleasant two weeks in St. Paul, Minneapolis and Chicago.

We are sorry to report that Conductor H. H. Beherns slipped and fell from a car at Grand Meadow October 4th, bruising his right arm.

Division Storekeeper A. M. Lemay was called home on account of the serious illness of his mother at Tomahawk, Wis.

Engineer J. Becker and wife have returned from a three weeks trip to Seattle, Wash.

Northern Montana Division

Max

MRS. M. E. Randall and her mother, Mrs. Laura Foster, of Great Falls came down for the meeting.

The Northern Montana division handled 1822 cars of grain during the month of September. The livestock shipments have been very good also due to the excellent prices that the growers are getting.

Superintendent Cleveland is all smiles due to the fact that he has been assigned a business car.

A cottage has been erected just east of the passenger depot for use of the Women's Club. When it is furnished a special meeting will be held and the men of the line will be invited to the affair.

E. J. "Bobby" Burns is again out on the street after an attack of pneumonia.

J. P. Smeltzer who was operated upon for appendicitis has been taken home from the hospital.

George C. Coleman and wife who attended the American Legion convention at Paris have returned and report a most pleasant time.

Charlie Hong, our pioneer chinese boarding boss and of late years lamp tender in the yards at Lewistown passed away October 7th, aged 75. His remains were shipped to Pocatella, Idaho for burial. They were accompanied by Gin Hong, his nephew who came from Pocatella upon the receipt of the news of his uncle's demise. Flowers were sent by Mr. Earling, of Seattle, the Milwaukee Women's Club and other old time friends.

Mrs. Anna Taylor has returned from her vacation, which was spent at Wabay, Wis.

Chas. Koch and wife who spent their vacation at Buffalo, New York and other eastern points returned last week. They took Miss Dorothy Jones with them on their trip.

Dave Walsh has bought himself a cottage. We do not know whether he is looking for a cook or not.

A. M. Peterson, Agent Hanover, is on leave of absence. W. L. Reeser is acting agent.

Miss Veda Ramsey, daughter of Mr. and Mrs. J. Z. Ramsey, of Denton has been quite ill. The many friends of the family are pleased to know that she is now convalescent.

Miss Grace Jackson, daughter of Mr. and Mrs. H. W. Jackson is a freshman at the Montana University at Missoula.

C. E. Callewert, who met with an accident in August, which necessitated the amputation of his left foot is able to get around.

Mrs. W. M. Anderson returned from Chicago where she has been for a month visiting her daughter Ellen.

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COMPANY
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 CHICAGO, ILLINOIS

I. & D. Items

M. E. R.

EVERYONE at Mason City looks forward to the October entertainment of the Women's Club, which is always sponsored by the lady clerks of the division offices. In early October, gay posters, notices, etc., were to be seen at every turn and the most popular question was "Are you coming to the Fall Festival in the Club Rooms on October 28th?" Guessing contests, (the popular corn game, a White Elephant Sale, dancing, hamburgers, coffee, pop, balloons for the kiddies, candy, popcorn balls and whatnot furnish the entertainment. The particular aim of the girls is to get all out, get acquainted, have a good time and the proceeds are turned over to the Club for their use. The only regret of the majority is that there is only one October in the year.

The sugar beet season is now in full swing and the I&D Division are loading twenty cars per day.

B. F. Finnegan and family, Agent at Bassett, Iowa, are on a sojourn in Missouri, where Barney is looking after some land that he won in the Old Fiddlers' Contest. A. M. Choate is relieving during his absence.

Mr. C. H. Slagle, Agent at Cylinder, enjoyed a few days vacation in the month of October. H. A. Stopher juggled the beet cars during Mr. Slagle's absence. Harry is some sheik—keep your eyes on him girls.

The Women's Club at Mason City sponsored two card parties on Friday, October 14th, one in the afternoon and another in the evening and from all reports were greatly enjoyed. These parties were given to swell the fund for the Welfare Committee, who find that there is a great deal of good they can do this Fall and Winter.

We have learned that T. H. Burns, Agent at Jackson Jct., is on the sick list and is being relieved by James Zak. We are very sorry to learn of Mr. Burns' illness and hope he will be able to return to his post soon, completely improved.

Engineer M. E. Kelly on Extra 8161 East, September 15th, noticed a mail sack on right of way East of East Switch at Clear Lake and brought train to a stop, sack was found to contain parcel post which was turned in to Trainmaster Beerman and Mr. Kelly is commended for his close observation.

Agent G. M. Lambert of Luana, Iowa, noticed an iron dragging on No. 66, H. B. Larson, Conductor, September 14th and reported to the Dispatcher, who stopped the train at Monona and part of the brake rigging was removed, possibly preventing an accident. Mr. Lambert is also commended for his good judgment and the action taken in this case.

Mr. F. E. Smoot, Chief Carpenter on the I&D Division for several years, upon his request was transferred to the R&SW Division, effective October 1st, and Mr. W. E. Tritchler from the R&SW Division was transferred to Mason City.

Kathryn I. Burnett, supplied during Mary Gen. Braheny's absence, as stenographer in the Superintendent's office at Mason City. Miss Braheny injured her knee in the month of August and was finally forced to give up her work and was granted a leave of absence from her duties and is being treated for same. Miss Braheny expects to obtain relief in a month or two and she has the best wishes of all. It will be remembered that she was the I&D's most popular young lady a year ago.

The Women's Club Rooms at Mason City have enjoyed a Fall cleaning. Credit is due

a number of the ladies who have so faithfully assisted in cleaning the rooms, and the pretty new drapes and lamps are especially appreciated by all. The main room has a very pleasing appearance with the soft colors of the window drapes and side lamps, as well as a large piano lamp made by one of their number. A Library is a new feature and the shelves built on a side-wall to contain the books is ornamental as well as useful. We understand that contributions of books for this Library are acceptable and anyone caring to contribute may do so. It is thought that a number of our people in the vicinity of Mason City on the I&D Division may have some good reading matter, which has served their purpose and would be glad for someone else to have the use of same.

Mr. C. E. Mutschler, Chief Clerk to the Superintendent, was on a leave of absence during the month of September and Mr. A. L. Piper of Sioux City, supplied at the Division Accountant's desk, while the Mr. C. E. Ring, filled the Chief Clerk's chair. Before Mr. Piper left on October 5th, a number of the young ladies from the Superintendent's office prepared a sumptuous dinner in the Club Rooms for the Superintendent's Office force, their wives, husbands and sweethearts. Twenty-one in number attended the dinner and it was greatly enjoyed by all. Miss Irma Wilhelm is responsible for the good management of the affair and now the big question is, "When are we going to have another feed?" The conclusion is that Mr. Piper was a very popular young man at Mason City.

Ask Don who won. Who won what? Why, Piper of course!

On September 25th, Mr. W. F. Ingraham, was scheduled to talk to a meeting of the Mason City Chapter of the Women's Club, but due to his inability to be in Mason City on that evening, Mr. Beerman read a few words which Mr. Ingraham had prepared and the ladies were very much pleased with the interest and enthusiasm aroused in the membership drive by his message to them.

Everyone was shocked and grieved to learn of the sudden death of Miss Shirley Kinney, age 22, daughter of Conductor John Kinney. Miss Kinney was physical training instructor in the Marion, Iowa public schools and had been removed to a hospital at Cedar Rapids after a few days illness and passed away on Tuesday morning, October 11th. Her mother, father and brother Kenneth, were with her at the time of death and the body was removed to Mason City where burial took place on October 20th. The entire division extend their sympathy to the bereaved family.

Mrs. Cronin, mother of Pat Cronin, a freight house employe at Mason City for forty years, passed away at her home in Mason City on Saturday, October 8th and was buried from St. Joseph's Catholic Church, Monday October 10th. Altho' Mrs. Cronin had been a shut-in a number of years, she was able to attend to her household duties and will be remembered as a lady of exemplary character. Sincere sympathy is extended to those who so greatly mourn her loss, especially her son with whom she shared her home for so many years.

The A. R. Calvin home at Mason was saddened and gladdened during the month of September. We learn that Mr. Calvin's father passed away during that month and wish to extend sincere sympathy. A baby boy, tipping the scales at seven pounds arrived at the Calvin home the latter part of September and was christened "Patrick." Congratulations, Calvins.

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Milwaukee Shops

H. W. G.

THE Minneapolis Shop Band shows up just right in the Oct. magazine, they are a bunch of husky looking fellows and they sure can make the music. By-the-way Minneapolis just sent us a real photo of the group two feet long. The same two page width would also take in the Veteran's group photo to good advantage.

The nose bag and swinging cot that Guy Sampson mentioned might be superceded by the individual 20 HP airplane that is under way like one of the kids idea up here, might get thick enough to use the proposed automobile shed roof at the shops for a landing place. Imagine some of the further Wauwatosa boys (and girls too) and Waukesha far-aways come sailing over in a flock, I can just imagine seeing Wible and Budzein landing on the roof of this building.

From now on for three or four years there will be an epidemic of Railroad History Washed up since the B & O have taken the lead. Already we have inquiries for photos and letter press, just sent a bunch to Baltimore RR Centennial. And we have it to, about the best in the country.

Our Mr. Bjorkholm's picture in the Crown Prince crowd shows up just as fine as the others, and why not?

Savanna Rail Mill recently got photographed all up. Tomah is next.

We notice Mr. Mehan is on the sick list for a few days, just saw Mr. J. J. Hennessy the other day, looking fine, beats all how we old-timers do look sometimes.

Speaking of "May" and her phone room, some nice photos grace the new walls, and the Red Cross not to be outdone have followed suit.

Going down, on the Southwest Limited the other night fell in with the Marquette football team on their way to Oklahoma, the sleeper "Marquette" was one of the cars.

Three specials of football fans out of Milwaukee Saturday the 15th for Madison, over the Milwaukee Road.

Some loaded hand trucks left standing in the main traffic lanes are being cleared away by the watchman, got mired evidently.

The Diesel Eng Gas Electric recently started west towards Iowa. Car Dept. Staff meetings at Milwaukee Shops Oct. 17, 18 and 19th.

Dubuque Shops Jingles

Oosie

While 'tis not the first of May at all
Seems like it just the same,
Cause out of our humble building

Two have joined the "moving game."
Chief Clerk Herman Klatte—to Milwaukee
Moves back to the "only town,"
We've enjoyed his acquaintance greatly
And wish him good luck and renown.
Car Foreman, F. A. Shoulty,
To Nahant transfers today
We're very sorry to lose him
(And his frau we'll miss, I'll say!)
The shops lose a cracker-jack bowler. (?)
And a bridge player too, we hear;
Thank goodness, we still have Howell
Says Horsfall, the voice in the rear.
He's also quite a squirrel hunter
With his pals he can (?) bring them to time
(Cheer up, Loo, maybe the next trip
THEY'LL recognize goods that are prime.)
We understand a little steno
In an office real close by
Got her job as per the following,
Praps someone else would like to try—

"The stenographer we require," ran the ad,
"must be fast, absolutely accurate, and must have human intelligence. If you are not a cracker-jack, don't bother us." One of the applicants replied: "Your ad appeals to me strongly, stronger than prepared mustard—as I have searched Europe, Airopo, Irope and Hoboken in quest of someone who could use my talents to advantage. When it comes to this chin music proposition, I have never found man, woman or dictaphone who could get first base on me, either fancy or catch-as-can. I write shorthand so fast that I have to use a specially prepared pencil with a platinum point and a water cooling attachment, a note pad made of asbestos, ruled with sulphuric acid and stitched with a catgut. I run my cutout open at all speeds, and am in fact a guaranteed, double hydraulic, welded, dropforged and oil tempered specimen of human lightning on a perfect thirty-six frame, ground to one-thousandth of an inch.

"If you would avail yourself of the opportunity of a lifetime, wire me, but unless you are fully prepared to pay the tariff for such service, don't bother me, as I am so nervous I can't stand still long enuf to have my dresses fitted." (Purloined)

Kid Frosh: "What is tact?"

Prof: "My boy, if you tell a girl that time stands still when you look into her eyes, that's tact. But if you tell her that her face would stop a clock, look out."

"Billy, do you know what happens to little boys who tell lies?"

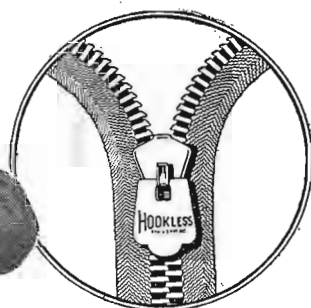
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Lee Union-Alls, Overalls and Play Suits are also available in styles having buttons instead of Hookless Fasteners.

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