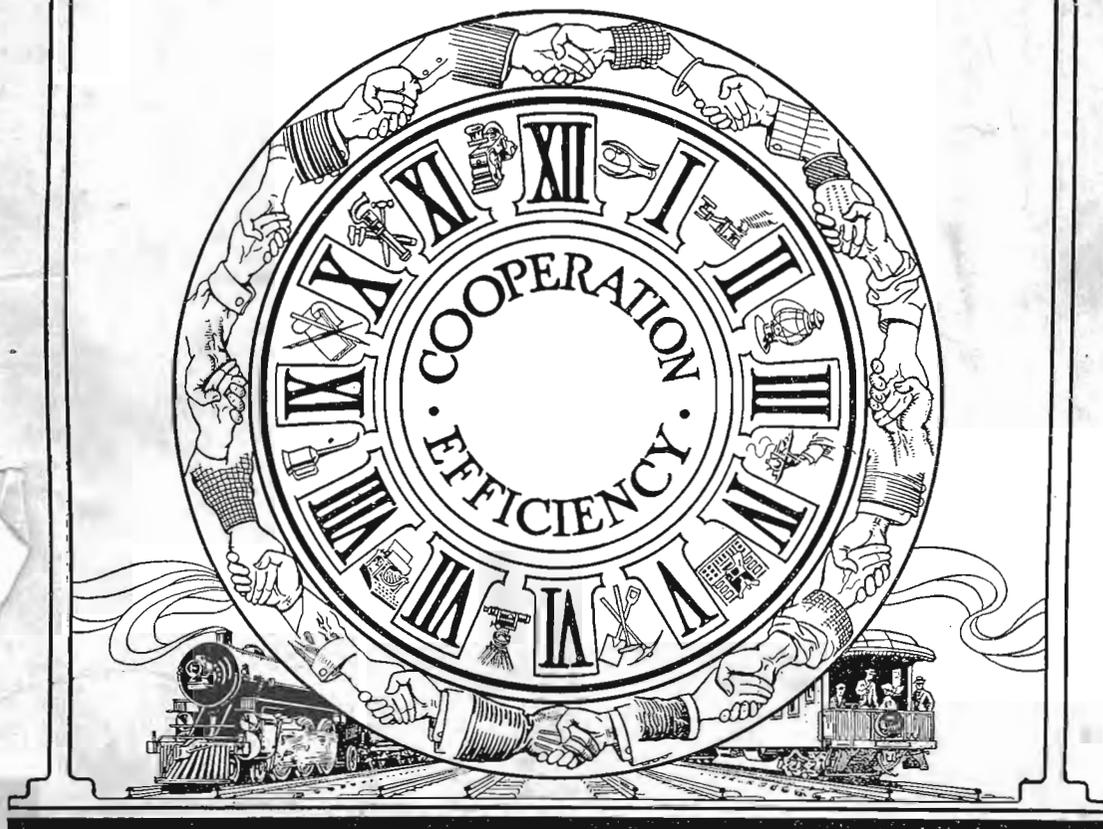


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

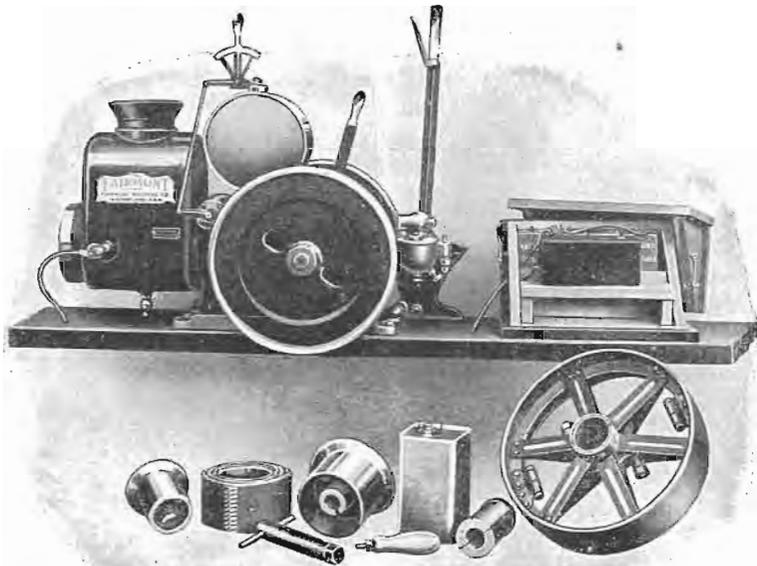
January

1916



VOLUME 3.

No. 10.



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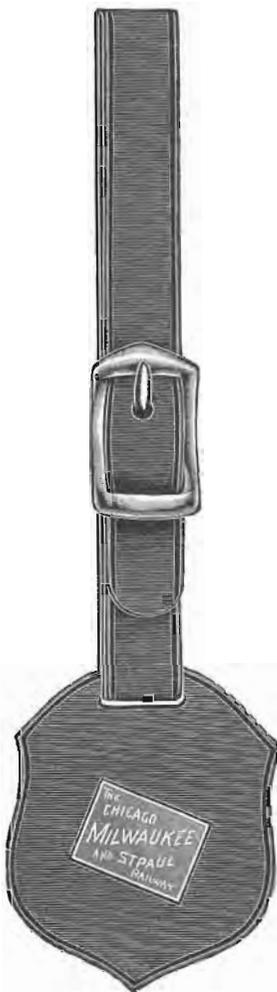
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Railway Exchange Bldg., Chicago

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Making History

C. A. Goodnow.

In the June, 1913, number of the Employes' Magazine an article was contributed by the writer under the caption, "Electrifying the Puget Sound."

At that time not a single pole or pound of copper had been ordered and no contract for electrical or other material had been entered into. The first contract for the machinery and locomotives for the line between Three Forks and Deer Lodge was signed on November 24, 1914.

Notwithstanding these facts, actual electric operation was commenced on Tuesday, November 30, 1915, between Eustis and Butte when at 9:05 A. M. the current from Piedmont and Janney substations was for the first time turned on the trolley wires and the first electric locomotive received from the manufacturers (No. 10200) was energized and at 10:20 A. M. moved eastward from Three Forks with business car Walworth and caboose O801, Conductor Rogers and Engineer George Spaulding, with the writer, handling the locomotive.

The train proceeded to Eustis substation eight miles east of Three Forks and then started westward and made the run to Butte. On the following day, Wednesday, December 1st, the current was turned on the trolley between Butte and Deer Lodge and a run was made with

the same cars from Butte to Deer Lodge and return.

On Thursday, December 2, 1915, electric engine No. 10200 started eastward from Butte Yard at 9:30 A. M. in charge of Conductor Rogers and Engineer Cleveland with 1,000 tons trailing and without mishap and at a steady speed of 15 miles per hour hauled the train to the top of the Rocky Mountains. A light train was selected for this the first tonnage train, because it was desired to particularly test regenerative braking. At the summit of the Rockies (Donald Station) it was necessary to stop to cool two hot boxes on freight cars.

Perhaps it is here proper to explain that immediately in front of the engineer is a speed indicator and two ammeters, one showing the "Line Current" and the other showing the "Field Current." "Line Current" ammeters indicate the amount of current being sent back to the line under regenerative braking and the "Field Current" ammeters the amount of current being used to haul the train.

In order to operate regenerative braking it is necessary to send through the motors a full series current forward before commencing to move the regenerative control lever. While cooling the two



Electric Locomotive Pulling the "Olympian" Over the Continental Divide.



THE MAKERS OF HISTORY

Left to Right—John D. Ryan, A. J. Earling, P. A. Rockefeller, A. H. Armstrong,
W. B. Potter, L. J. Petit, H. B. Earling and C. A. Goodnow.



The Butte Delegation and Railway Officials at Piedmont.

hot boxes referred to above the electric locomotive and a considerable portion of the train was standing on the descending 2 per cent grade, and when the signal to proceed was given and the writer released the air brake and commenced to pull around the control lever to the full forward series position, the train seemed to shoot forward at a tremendous pace. Without loss of time the regenerative lever was pulled back notch after notch but the "Line Ammeter" needle did not move. Meanwhile the train was accelerating rapidly. Of course, the air brake was available, and the train could be perfectly controlled by its use but it was desired to demonstrate for the first time in electric railway history that a heavy freight train could be controlled on a descending 2 per cent grade by 3,000 volt direct current regenerative braking. Naturally these were anxious moments. But the controller was pulled back notch after notch and finally after what seemed hours, though it was only seconds, the needle commenced to move steadily upward and in that instant one could feel the great locomotive "holding back" and regenerative braking had become a fact, "and" as a speaker at the banquet given by the Butte Chamber of Commerce to the visiting Milwaukee officials pithily expressed it, "The Missouri River was flowing back to its source." The speed at this moment was about 22 miles per hour. It was quickly brought down to 15, then 10 and again allowed to accelerate until the full possibilities of control at various speeds had been demonstrated again and again.

On Friday, December 3, 1915, a train of 1,600 tons was started from Butte Yard at 9:30 A. M. with one electric locomotive (10200) and hauled up the West slope (1.66 grade) at a speed of 15 miles per hour and was controlled by the regenerative apparatus down the eastern slope at a speed of 8 miles per hour as far as Grace, then at 16 miles per hour to Piedmont. Indeed, it appeared that the regenerative apparatus worked more satisfactorily with 1,600 tons than with 1,000 tons.



Mr. Rockefeller at the Lever.

On arriving at Piedmont the engine was cut off and ran around to the West end of the yard, where a train of 1,190 tons was ready to be moved westward and with no delay for turning, water, coal or cleaning ash pan was ready to start West as soon as train orders could be obtained. This train was hauled up the 2 per cent grade at a speed of 14 miles per hour.

On Monday, December 6, 1915, a train of 2,800 tons was started from Butte Yard at 9:45 A. M. with two electric locomotives, 10201 ahead and 10200 at the rear. This train ran at an average speed of 15 miles per hour up the western slope. At Donald, locomotive 10200 was coupled on ahead in order to assist in regenerative braking down the eastern slope. All the work of handling the train was done from the head locomotive, including the regenerative braking by both locomotives. This train wholly controlled by regenerative braking was dropped down the mountain at an average speed of 17 miles per hour.

On Tuesday, December 7, 1915, the "Olympian" was hauled by locomotive 10200 from Butte to Three Forks and made the schedule of that train from Butte to Piedmont without difficulty. The train was handled down the eastern slope of the mountains by regenerative braking at 22 miles per hour. The steady speed and smoothness of the run was commented on by the passengers, who were very greatly interested.

On Wednesday morning, December 8, 1915, President Earling and members of the Board of Directors arrived at Three Forks from the East. To their train con-

sisting of a baggage car and two business cars one additional business car was attached and the train hauled by engine 10200 proceeded westward. A long stop was made at the substation at Piedmont to witness the operation of the substation machinery and to await the arrival of a delegation from the Butte Chamber of Commerce. This delegation occupied three business cars which were attached to the train being hauled by engine 10200. The train then consisted of seven cars and weighed about five hundred tons. Engine 10200 which is designed for freight service hauled this train up the eastern slope at 17 to 18 miles per hour.

At Janney substation, on the western slope, the train was placed on the siding and awaited the passing of two exhibition trains. The movement of these trains cannot be better described than in the words of the Butte newspapers of December 9, 1915:

"The test consisted of starting from Butte a train of 3,000 tons, consisting of 48 loaded cars pulled by two electric locomotives, and this train was hauled over the grade quietly and apparently with the utmost ease at a speed of 16 miles per hour, and proceeded on its eastern way without stopping. Following behind this train came another of 2,000 tons made up of 37 cars hauled by two "L" engines and pushed by aallet locomotive. The steam horses toiled up the grade and the engines actually groaned under the strain placed upon them. The men at the throttles and the firemen shoveling coal were not trying to throw

the race, but it was quite apparent that they had a pride in making the best showing possible for their iron steeds, as steam was kept at the highest possible pressure, yet with the smaller tonnage the three locomotives made hard work of the grade and only managed to go through Janney at a speed of nine miles an hour.

"There was something almost pathetic in the game fight which steam put up against its new rival in the transportation field, but it was so visibly and completely outclassed that even a child could have picked the easy winner at a glance. Not one of the half hundred spectators could help feeling he had witnessed the overwhelming triumph of a new power over an old and tried friend that had faithfully served mankind for many decades past."

From plans furnished by and under the supervision of Electrical Engineer R. Beeuwkes and his Assistant R. E. Wade and others the Montana Power Company through its General Superintendent M. E. Buck under contract with the Company has erected the trolley and transmission system with such rapidity, and the extremely early completion of the substations and bungalows by Company forces under the immediate supervision of Assistant Engineer F. B. Walker, makes it possible to predict that the entire electrification project from Harlowton to Avery will be completed nearly a year ahead of the date originally set and that trains electrically propelled will be running through between those points by January 1, 1917.



Steams Game Fight is Lost.

The Solution of the Trespassing Problem

M. H. Wright, General Offices, Chicago.

In an article in the November issue of this magazine William L. Hunter treats the subject of trespassing as a problem. The article states that during the last 25 years 113,570 persons have been killed while trespassing on railroad company property, an average of 4,535 per year, or about 12 per day, and that during this period 123,611 persons were injured, an average of 4,940 per year, or 13 per day; also that during the last 10 years the number of persons killed while trespassing on railroad tracks in the United States has averaged over 5,300 per year, or 14 persons per day, and that the number of injured has been even greater.

According to these records, trespassing on railroad right of way surely is a problem, a very serious problem, one which should receive the co-operation of the general public and proper legislative action in an effort to arrive at its correct solution and prevent this needless sacrifice of human life.

If fourteen people had been killed in a railroad wreck yesterday, the public would today be reading, under great headlines, whole columns about it. A thorough investigation would be demanded, voluminous reports would be made and drastic legislative measures taken to prevent a recurrence. Yet, according to the records of the last 10 years, this number is being killed daily through railway trespassing, though little is heard about it, and such legislative action as has been taken has not been sufficient to put an end to it.

It's a big problem, this problem of trespassing, and a difficult one for the railroads to solve, especially when they are dealing with people whose thoughtlessness alone is causing their own slaughter and when the two things necessary to its solution are absent, namely: First, a law in each state that will EFFECTIVELY PROHIBIT trespassing, and, second, the co-operation of the general public. There is no denying the fact that railroads have been untiring in their efforts to prevent this sacrifice of human life—by elevating their lines, costing millions of dol-

lars; by placing "No Trespassing" signs on the right of way, and by appeal through the public press—with but comparatively little effect. Trespassers have simply walked up on the elevations, ignored the signs—signs which warned them to protect their own lives—and forgot the appeals as soon as they read them.

Is it not reasonable to suggest that the property of railways is entitled to the same protection from intrusion as any other property? The railways are among the largest taxpayers and it is the duty of governments to protect the property of railways against trespassers from the same funds and to the same extent as the property of private individuals. It is also the duty of governments to protect the life and limb of its citizens.

The deplorable loss of life through railway trespassing should, in itself, be a sufficient reason for taking active measures against it, but, if it is not, let us for a moment consider the subject from the viewpoint of the man in whose care the lives of thousands of passengers are placed daily—the engineer. His duties require earnest concentration upon the signals and upon the mechanism of his engine. Is it fair to him that his nerves should be unstrung and his attention diverted by thoughtless human beings, who deliberately walk directly in his path? Perhaps this phase of the subject can best be brought out by the following extract from an article on trespassing by Marcus A. Dow, a well known investigator of this subject:

"I once had occasion to get the story of an engineman whose engine had struck and fatally injured a 'trackwalker,' and there were tears in his eyes and his hand trembled as he nervously passed it over his forehead in a gesture of despair and said, 'Such things get my nerve—I wouldn't kill a dog if I could help it, and there is hardly a day when my heart is not in my mouth a dozen times on account of people walking the tracks in the territory through which I run, barely escaping getting caught by me.'"

Railway trespassing is simply wholesale slaughter and a slaughter, too, that can be averted if the American people will only awake to the full sense of their responsibility, particularly those in a position to promote decisive action against it.

Loss and Damage to Freight

Geo. E. Waugh.

Say your income amounted to \$1,000.00 per annum, and at the end of each year you made an inventory of what you did with your money and found that year after year you could trace a loss of \$25.00 due to a hole in your pocket—what would you do? Consult a tailor and have the pocket repaired—certainly; or make a trip to the sewing machine drawer, thread a needle and draw that hole together so securely that a burglar's kit would be necessary to break through the protection with which you would safeguard against a continuance of that loss.

The reasons that the individual would act promptly and effectively in this matter are obvious, for no man wants twenty-five dollars of his hard earned cash shot figuratively to the four winds.

Now, to carry this metaphor one point further—suppose the individual who was careless enough with his money to lose twenty-five dollars of it each year, was penalized for every cent of it—fined, if you please, and made to pay into his own pocket a figure tantamount to all he lost. Pretty hard lines those would be! But if a man's innate desire to get value-received for every dollar he had did not get results, you could depend on the fine that would be assessed for carelessness doing a corrective stunt that would be one hundred per cent efficient.

Crudely in the above the "Loss and Damage Freight Claim" problem is reduced to individual application. The percentage arbitrarily selected in this article, i. e. \$1,000 with a \$25 loss, is about the relative ratio of the Loss and Damage freight claims paid by the "Milwaukee" Road, which have amounted to \$1,500,000 on the total freight revenue earned in a year.

During the past several months, J. T. Gillick, assistant general manager, and John G. Love, assistant general freight agent, have traveled over nearly every division on the System east of the River on the main line and the branches, preaching a new railroad dogma leveled at the railroad's worst disease, and the scourge is not only on the "Milwaukee"—all roads have suffered from the epidemic, but it is something that can be cured, and the drain on the vitality of the freight earnings can be reduced, and you gentlemen are the "doctors"; Messrs. Gillick and Love are the "specialists" who have pointed out the worst spots and made a study of the best remedies to apply.

Think of claims amounting to \$1,500,000 against the "Milwaukee" Road, which is a vastly greater amount than is paid by railroads of like mileage, and immediately you see the possibilities we have in our own grasp for healthy improvement.

According to H. P. Elliott, freight claim agent, the "Milwaukee" Road had last year 153,000 claims; 75% of these were for five dollars or less. Right here you put your fin-

ger on the weak, vulnerable spot disclosed in the extensive dissection that has been made of freight claims and their cause. The small box or the little package—what do they amount to? The man who is naturally painstaking and careful gives it only a passing thought—maybe no thought at all. The small package is carelessly handled and the inevitable result is breakage and the final result is—pay a claim. True, it may be small, but there are tens of thousands of small shipments delivered to the "Milwaukee" and they are handled by thousands of different employes, and it is not until you figure the aggregate result of the price of a little lack of care on the part of many, that you realize the real significance of thoughtlessness in the individual.

If you operated a general store and employed a driver who delivered \$200.00 worth of goods a day to your trade, and each night you found that he damaged and broke \$5.00 worth of merchandise which was thrown back on you, useless, and you had to deliver to your disgruntled customer \$5.00 worth of material to take the place of that which your driver spoiled—what would you do? Give him a job in the chinaware department or put him handling heavy hardware? We don't know—maybe you wouldn't do either—we don't know how much forbearance you have.

As we said, the majority of claims are for small things and the only way that they can be lessened is by co-operative effort on the part of everyone who actually or indirectly has anything to do with the handling of freight.

At one of the meetings held recently, Mr. Gillick cited a few incidents that the campaign against Loss and Damage Freight Claims brought to light. Several months ago, one of the switchmen in the Chicago terminal, while walking down a team track, passed a car that made him "stop, look and listen." From the racket in the car his first thought was that some man with a leaning for the unique had installed a bowling alley in one of our good sized box cars and that the players within were all making strikes as fast as the pins were set up. However, when he stuck his head in the car door, he made a discovery—it was not a bowling alley nor was it a boiler factory, although either one of these lines could have claimed headquarters within the car, so far as noise was concerned. It developed that it was two or three huskies unloading a van of household goods. They would walk to the tail-board of their wagon, wind up a muscular wing and heave a chair, box or bookcase into the end of the car with speed enough to make Charley Comiskey or Conney Mack smile for a week over the pitching "find" of the season, which they had discovered. But as the baseball season was over, the switchman paused to remark, "Say, you fellows are breaking the

stuff to pieces." And while the reply of one of the huskies was not polite, it was to the point—"To hell with you—the railroad will pay for this. Tell it to Sweeney!" Yes—that is what they did—told it to Sweeney—Wm. Sweeney, switchman for the "Milwaukee" road in Chicago. Well, among people with good old Celtic names like that you don't put much over—not if they know it—so Wm. Sweeney hiked to the nearest telephone, got a hold of P. L. Rupp, superintendent of terminals, and told him of the fine old ruins he would find in this particular car. Our inspector was sent over and the wreckage appraised; the teaming company was notified and the railroad company did not pay for it—and the reason they didn't was because Switchman Wm. Sweeney had a real interest in his job and the road he worked for.

One Sunday last Fall, Joseph Caldwell, chief clerk in the general passenger department, made a trip along the C. & M. Division to try his marksmanship on ducks. In his tramping around, his interest was arrested (we said his interest, as he has a hunter's license) to a man loading some cattle for the market. When all the animals that were able to walk were put aboard the car. "The Farmer" did something that made Caldwell stop and look (he didn't have to listen because it was a funeral and they are noiseless). Now, the farmer might have "shot the bull"—we don't know—anyhow, he was dead, for the ingenious stock man unhitched his team, took a good sized rope which he attached to the heels of the defunct "critter" and pulled the remains aboard the car with the "live ones." All this did not strike Caldwell as exactly right, and as Joseph can tick off the dots and dashes of the Morse code with considerable speed, he repaired to the first station with a key and informed H. P. Elliott of the sad sight he had just witnessed. To be sure, we got a claim—the animal was killed in rough handling—and perhaps we would have had to pay for it if Joe Caldwell had not been a mourner at the poor bull's wake.

In one of the good sized towns on the "Milwaukee" road, some time ago, we received 40 pieces of household goods for shipment. When the consignment was delivered we had 53 pieces of freight for the shipper instead of 40, as originally delivered to us. Thirteen of these pieces were never checked or billed for and on all of them there was breakage in transit for the reason that frail, breakable stuff like dishes and glassware were packed in tubs, without any covering. Heavy boxes and pieces of furniture were piled one on top of another at the top of this breakable foundation. In considering the expensive consequences of this shipment, we encounter one of the most prolific causes for Loss and Damage Claims—the disregard of Western Classification Rules governing the packing and protection that freight shipments should have before they are accepted for transit. Every agent or employe of the Milwaukee Road having anything to do with the receiving and delivering of freight should familiarize himself with the

safeguards that are provided for by the Western Classification in their rules, notably Nos. 1, 7 and 8.

The Milwaukee Road's assessment toward the up-keep of this organization amounts to considerable money each month, and we should co-operate with them to the full extent of our capacity in abolishing, as far as possible, the railroad bugbear—the Loss and Damage Freight Claim.

The extensive study which has been given this problem has developed the fact that in some quarters the inspectors of the Western Classification Committee are treated by some employes as a "bad smell." This attitude is not right. These men are indirectly employes of the company, and as such should be extended co-operation and help from our own employes in all that has to do with minimizing claims and possibilities for them. Every year \$1,500,000 is taken out of our freight revenue when a large percentage of it is due to thoughtlessness on the part of the individual who does not make a proper appraisal of the importance of handling small matters with the same care that he would exercise in handling a big problem.

If you have anything to do with the handling of freight, directly or indirectly, as an engineer, brakeman, conductor, station agent, helper or checker, you cannot include in your New Year's resolutions anything that will be more helpful to the road you work for than to adopt a firm, set plan that you will do everything within your power to eliminate the possibility of a freight claim, great or small. Make the resolution and stick to it unflinchingly—it will increase your value and enable you to manage your work with economic success. The good that can grow out of the campaign that the company has been conducting can only be accomplished by concerted action, and each individual employe should recognize that he is an important, vital part of the plan to reduce the Loss and Damage Freight Claim. Co-operation of this kind is an innate part of the spirit of the employes of the Milwaukee Road, and if they get behind it with the intelligence and vigor they are capable of mustering, this railroad instead of having a record so lamentably bad, will have one that will place the company where it belongs—in the foreground, as a leader among railroads in holding the Loss and Damage Freight Claim at a minimum.

Lewistown News.

C. G. Brown and wife are in Lewistown for a short visit before going to the Rocky Mountain Division, where Mr. Brown has taken a position as operator at Grace. Mr. Brown was dispatcher on the Northern Montana during construction time.

"Earl James" is the name of the new switchman who arrived at the home of Earl Short on September 28th. There are three daughters in the family and the boy was warmly welcomed.

Conductor J. A. Rawls is thinking of initiating his new son in the mysteries of driving an automobile just as soon as he can get a few days off. He thinks he ought to be able to do pretty good work in a short time.

H. Hess, section foreman at Glengarry, is very happy over the arrival of a baby boy on November 5th.



Presenting the Key to Willapa Harbor to Milwaukee Officials.

The Puget Sound and Willapa Harbor Railway

The youngest of our divisions, the so-called "Willapa Harbor Line," was completed and formally admitted to membership in "our family" on November 8, 1915. The advent of a train of yellow cars on that date, was made the occasion of a joyous celebration by the townsfolk of Raymond, Wash., ably aided and abetted by most of the inhabitants from Maytown to the outermost point on Willapa Bay.

Referring, now, to your map of Western Washington, you will see that Willapa Bay is the most considerable harbor on the Pacific Coast, between the Straits of Juan de Fuca and the mouth of the Columbia River; and the new line reaches tidewater on its northeastern shore, at the mouth of the Willapa River. The new railroad includes trackage from Maytown, on the Grays Harbor Line, to Raymond, sixty-six miles; of which fifty-five miles is new construction—the remaining eleven miles having been acquired by purchase of a remarkably well constructed logging road, one which would not require a prohibitive expenditure of money to bring up to the standard of our main line track. This road was known as the Pacific & Eastern Railroad, and ran from Raymond, into some heavy timber tracts along Mill Creek.

All of this being, to all intents and purposes, a new line, it is proper to consider the topography of the country and engineering features. The country south of our Grays Harbor Line, through which the P. S. & W. H. Line runs, has great resources—diversified in character. A portion of the distance, the line follows the broad, beautiful and fertile Chehalis Valley, the river pursuing a meandering course through its midst. Leaving the valley, the route turns

toward the Coast Range—a low mountain ridge, heavily forested and steeply inclined. West of these hills, is the coastal plain, with its fertile acres of cut-over land, and much heavy timber. The engineering department were able to locate the new line with good alignment and light grades, with the exception of about two and one-half miles of $2\frac{1}{2}\%$ grade west of the summit of the range, opposing east bound business, and constituting some heavy work. On account of climatic and soil conditions the line is heavily ballasted, all ballast material having been taken from the pit five miles south of Maytown. The only engineering difficulty encountered was at the extreme summit, where a troublesome cut has made it difficult at times to keep the line open. The material on the backbone of the Coast Range is of such nature that it was necessary to "daylight" the cuts with steam shovels on both sides of the main line, to prevent slides blocking train service; and this being done, it is not now probable that the line will experience more than temporary interruptions this winter, even during the height of the rainy season.

In locating the line, it was found the route came in close contact with an old grade and location made in 1890, by the Union Pacific Railroad, for a projected line from Portland to Tacoma. The proposition, however, was abandoned, and the work, which had been well in hand, suffered to go to waste. This right-of-way and the remnants of the grade, were purchased, and it was found possible to utilize a great part of the old embankments from a point a few miles north of Centralia to about three miles south of Chehalis.

Work on the new portions of the Willapa Harbor Line, commenced about January 1, 1914, when material began arriving at May-

town. A material yard was located at Maytown and the necessary yard forces were organized. In that country of moderate temperatures, work of this character can proceed without much interruption throughout the winter, so that by May 1, 1914, a terminal yard and about one mile and a half of main track had been laid.

The official organization of the new line consisted of C. A. Goodnow, president; C. H. Byers, chief engineer; C. S. Zeitler, foreman material yard. On May 15th, W. E. Brown was placed in charge of construction work, and a few days later, the first engine and crew were selected. A G-4 type engine arrived, and was relettered as P. S. & W. H. Ry. No. 3. The pioneer crew were E. G. Webb, engineer; Frank Zeil, fireman; T. J. Earley, conductor; C. H. Lewis and J. C. Ticher, brakemen—all of them experienced Milwaukee men. A track-laying crew was then organized, a second locomotive arrived, and with Frank Zeil as conductor, a ballast pit was opened and a 70-ton Bucyrus steam shovel installed. By December, the line had progressed as far as Doty, thirty-seven miles west of Maytown, when work was closed down temporarily. By December 11th, however, and in spite of the uncompleted work, freight service was commenced between the Puget Sound cities and points on the new line, while connections with various saw-mills had been installed so as to take care of the outbound business. Notwithstanding the general business stagnation at that time, the new road enjoyed a generous share of the business tributary to its line.

In July, 1915, Mr. George M. Rice succeeded Mr. Byers, as chief engineer, and active construction was pushed, the track reaching Raymond August 9th, where station buildings, engine house, terminal yards, etc., have been completed. On September 11th, through freight service was installed, when a solid trainload of lumber, made up of the product of the various mills, with banners and placards, announcing the advent of "The Milwaukee" into Willapa Harbor, left Raymond in fast freight service, en route to various eastern points.

Then on November 8th, the first passenger train ran into Raymond, and regular passenger service was installed. Following the regular

train, was a special consisting of several business cars occupied by Vice-President H. B. Earling, Assistant to V.-P. A. M. Ingersoll; General Superintendent W. B. Foster; Traffic Manager R. M. Calkins; General Attorney F. N. Dudley; Messrs. G. F. Wilder, A. J. Kroha, F. Rusch, M. McBride, J. R. Veitch, S. Wilson, A. P. Chapman, J. H. Ginot and others, who came upon the invitation of the citizens of Raymond and South Bend, to assist in properly celebrating the completion of the Milwaukee's subsidiary line, which it is expected will prove a great stimulus to the development of the Willapa Harbor country and its magnificent resources.

The first passenger train was scheduled to arrive at Raymond at 1.00 P. M., but long before that hour, the Milwaukee's station, plat-



P. S. & W. H. Conductors—
T. J. Early. W. A. Tuttle.

form and grounds were crowded with people eager to welcome the yellow cars. But on account of the general ovation tendered the new passenger service, all along the line, the train was late in arriving at Raymond, but the throng waited cheerfully until a blast from the Southwest Manufacturing Company's mill announced that the train was in sight. Every whistle in the vicinity responded, cheers and tin horns took up the refrain until the din rivaled a first class New Year's Eve celebration; and as the train consisting of engine No. 3, baggage and day coaches, three sleepers, a diner and a parlor car, rolled into the station, it certainly could not be said that Willapa Harbor was lacking in the warmth of its reception to the new railroad service. The train was crowded with the delegations of newspaper and business men from Seattle, Tacoma, Aberdeen, Hoquiam, Centralia and Chehalis, who had come to take part in "Milwaukee Day doings." The crew who brought in the Milwaukee passenger train, were: Conductor T. J. Early; Brakemen John Ranley and Ray Richardson; Engineers R. G. Webb and C. H. Morrill; Firemen A. T. Brown and J. H. Hoffman.

The local reception committee greeted the arrivals and conducted them to a raised platform at one end of the freight station, where the formal program was carried out. This consisted of speeches of welcome by Raymond and South Bend city officials and responses by the officials of the railroad. The "key" of Willapa Harbor was presented to the railroad, and accepted on its behalf by Traffic Manager



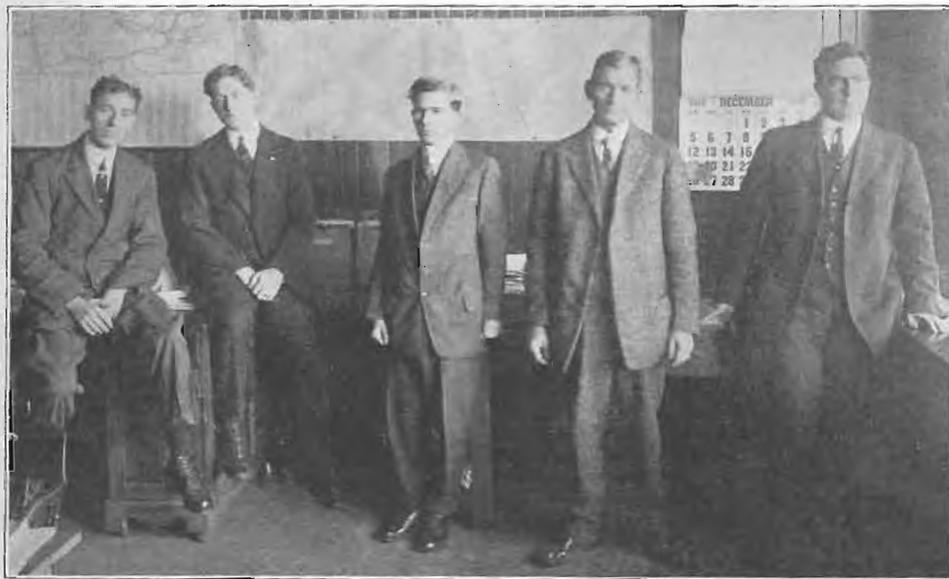
Clearing the Right-of-Way Over the Coast Range.

R. M. Calkins. The key was a mammoth affair built of native woods, highly polished and mounted with solid silver plates bearing appropriate inscriptions. In the evening after a banquet, a highly unique program, made up of certain investigations by the Public Futility Commission of Willapa Harbor, bearing upon the case of the Northern Pacific Railroad against the Milwaukee for their effrontery in entering the territory of the complainant, etc. The examinations were cleverly conducted and provoked much merriment.

The new line runs through a highly productive country from Maytown to Doty, a distance of thirty-eight miles, being the Chehalis River Valley one of the noted garden spots of Western Washington. The country is what is known as "logged-off" land, with practically no limit to its fertility. Much of

Iowa, and the I. & D. Divisions, where he held positions as operator, dispatcher and roadmaster. Mr. Brown left the Milwaukee to take service with the M. K. & T. and with the Mexican National Railroads; but returning to the northwest, became superintendent of construction at Great Falls, whence he transferred to the Willapa Harbor Line in the same capacity.

Two conductors on the Willapa Harbor Line are old Milwaukee men. Mr. Early entered the service in 1900 as brakeman, and in 1907, went to Mobridge. He was promoted to freight conductor in 1911 and transferred to Willapa Harbor in 1914 in construction work. Mr. Tuttle was switchman and yard foreman in the Chicago Terminals, Galewood and Halsted street yards from 1905 to 1909, when he, too, transferred to the Extension. He was



General Superintendent W. E. Brown and Office Force.

this section is under cultivation. West of Doty the line occupies new territory and runs through virgin timber nearly all the way to Raymond. This belt of big timber extends northward as far as Grays Harbor, and southward to the Columbia, the most of which has never been touched by the woodmen's axe. It is probably the largest uncut area in Washington with the exception of the Olympic Peninsula. The securing of this timber business was one of the objects in building the Willapa Harbor Line, for it is practically a revenue without limit, as when the timber is cut there remains the land for settlement, under conditions that are sure of bountiful reward to a thrifty and earnest farming community. The Willapa Harbor Line is sure of being from the first an important feeder to the Milwaukee.

The operating forces are now under the direction of Superintendent W. E. Brown, who will be remembered by employes on the C. B.

promoted to freight conductor on the Trans-Missouri Division, remaining there until 1914 when he entered construction work on the new railroad between Maytown and Raymond.

Mr. Brown has entered upon a vigorous campaign for business for the new railroad, impressing it upon all employes that success will be due in a very great measure to the first impressions gained by the people whom the line is to serve. When the line was formally opened Mr. Brown issued the following circular letter to his employes, urging their full co-operation toward getting and holding the business.

"While we have the benefit of the C. M. & St. P. Railway's splendidly organized and working traffic department, each employe can secure new business, not only by courteous treatment of the people he comes in contact with and by the service rendered, but by personal solicitation. Every employe does more or less business with the community at which he is located, in the way of purchasing gro-

ceries, if the heads of families, clothing and personal effects. Whenever you patronize a merchant, in a diplomatic manner, inquire if he is a patron of our line, if not, solicit his business. You are really in a better position to secure additional business than any one. Train and enginemen, trackmen, bridgemen, and others, as well as agents, can be vigilant in keeping in touch with possible business which this company might compete for, and advise. Trackmen can recommend our live stock service to the farmers. Conductors can cultivate traveling men and every one can help develop the business which our line should and must enjoy to put it on a paying basis as an independent, operating organization.

Conceding that we will all boost for business and that it will be developed, the next thing is to guard against accidents, personal injuries, loss and damage to freight, and other occurrences which will cause a loss of revenue and unnecessary expense and reduce the net earnings of the line. Freight trainmen are in a position to so handle merchandise that loss and damage can be reduced to almost nothing. Passenger trainmen and enginemen are in position to so handle trains and passengers getting on and off their trains that accidents can be practically unknown. Locomotive engineers can avoid killing live stock, and not only save much money, but prevent a hostile feeling toward the railway on the part of farmers. Trackmen can maintain approaches to public highways in such a manner that automobile drivers and the farmers generally will compliment instead of curse us, and if every one will get the get-together spirit and work together and boost for the success of the road which furnishes employment and all of our families a living, the success of the P. S. & W. H. will be assured.

Suggestions as to improving our service, and manner in which new business may be reached, and accidents prevented, are solicited."



Leroy A. Nelson.

Leroy A. Nelson in business life is chief clerk of the Purchasing Department in Chicago, a position to which he was recently promoted. In military circles he is Captain Leroy A. Nelson of the First Cavalry, Illinois National Guard, and the winner of a handsome silver trophy which is about three feet high and eighteen inches wide. The trophy is for skill in marksmanship. The prize was offered by the State of Illinois to the best rifle and revolver shot in the National Guard. The Magazine is pleased to announce that one of the most popular employes in the General Office building won the signal honor, as Captain Nelson is just as good a railroader as he is a military man. This was indicated by the distinction he recently received in both lines.



Unique Holiday Greeting.

General Auditor G. J. Bunting was the proud recipient of an unique and remarkably beautiful holiday remembrance from the Accounting Department, of which he is the head. It was an elaborately illuminated testimonial done on parchment, with a fine portrait of Mr. Bunting done in pen and ink, and all magnificently bound in seal leather.

The testimonial and greeting was as follows: The Accounting Department of the Chicago, Milwaukee & St. Paul Railway Company,

Through its Officers and Clerks, on this occasion take the greatest pleasure in expressing their appreciation of the great ability and the uniform courtesy at

all times manifested by
THE GENERAL AUDITOR,
MR. GUY J. BUNTING,
and wish for him and his family
A MERRY CHRISTMAS

and a
HAPPY NEW YEAR

Following this were the signatures in facsimile of J. Welch, assistant general auditor; B. A. Dousman, assistant general auditor; F. E. Allen, auditor of expenditure; W. E. Beechan, car accountant; E. C. Taylor, statistician; Walter V. Wilson, assistant general auditor; W. F. Dudley, auditor of traffic; E. A. Murphy, freight auditor; R. N. Dudley, ticket auditor; W. M. Harvey, auditor of material accounts.

Items From the I. & M.

Kathrine McShane.

G. P. Hodges, general foreman at Mason City, Iowa, was an Austin caller the first of last week.

A. D. MM. HCS. McMillian of Minneapolis inspected work at the shops and roundhouse at Austin this week.

H. H. Rupp, motor car inspector of Milwaukee, was out inspecting motor cars on the I. & M. this week.

Yard Foreman E. Boyle has resigned his position at Austin and leaves the last of the month for McIntosh, S. D., where he has accepted a position. Frank Kovolesska of Taopi will take up the work at Austin.

Supt. W. J. Thiele and D.F.S. Wm. Lieb were callers in Austin this week.

Brakemen Quist and wife of St. Paul spent Sunday at Mason City with the Ed. Vollmar family.

Mrs. A. M. Laurence went to Mason City Friday and was accompanied home by her daughter, Mrs. Joseph Price of Granville, Iowa.

The chief carpenter's office which has been located at Austin for the past twelve years, is being transferred this week to Minneapolis.

Peace

E. D. Sewall

God grant us peace!
And love of peace,
Which seeketh not to justify
Reprisals for some mooted wrong:—
Which vaunteth not our strength,
And wealth, and proud estate;
But, standing firm
For all that is most truly great,
Yet generously doth waive
The less important things,
If by such acts
Dread war may yield to glorious peace!

But if our prayer
We may not truly realize,
Because the foe
Would strike to everlasting death
The rights which we
Hold sacred in our highest thoughts:
The rights which we
Accord to friend and foe alike:—
In that sad day we can but pray,
God grant us Might!
Might to defend our ships at sea,
Might to defend our homes on land,
Might to achieve the victory
Where e'er the Stars and Stripes shall stand;
Might to establish evermore
The law that only Right makes Might,
That they who seek its overthrow
Are surely facing death's dark night;
Might, midst the carnage and the woe,
Of sorrow's cup to drain the lees,
And, conquering each advancing foe,
Yet truly pray, God grant us Peace!



E. B. Feathergill. Edw. M. O'Malley. E. Nelson.



Captains of the Yellow Cars

When one begins to be reminiscent about the Milwaukee Road and the Milwaukee Road employes, the Magazine ought to be the size of an unabridged dictionary so that it could record all the good and interesting stories of events which happened during all the years that our veterans have been helping to make The Milwaukee the greatest and best. There are stories of old times and methods; and memories of old friends without limit. The newly forming Veteran Employees' Association, will preserve, as nothing else can, those days of old, when the railroad was young and men were all young with it, meeting situations which had never been met before; solving problems that were new to all mankind, and doing their duty, whatever it happened to be, with fullest co-operation.



J. W. Kingsley
A. D. Evans
C. C. McGee
Geo. F. Cobb

I. & M. Division Conductor E. Nelson is one of the pioneers of that Minnesota frontier. He commenced service with the Milwaukee in 1868, as a laborer on the wood train at Faribault, going on a gravel train later, as brakeman for Frank McMillan. He was transferred to a regular freight train, as brakeman and was promoted to freight conductor in 1873. In this position, he ran on three divisions between 1873 and 1880, the I. & M. between Minneapolis and McGregor; the River, between Minneapolis and LaCrosse, and on the H. & D. between Minneapolis and Ortonville. He ran a mixed train between Minneapolis and Glencoe, when it was the only train running on the H. & D. Division. In 1880, he was promoted to passenger service, running both freight and passenger trains until 1888, when he was given a regular passenger run on the I. & M. Division, where he is at the present time. Mr. Nelson is one of those who has worked with the company during all the years that its property and prestige has been enhancing in value and increasing in extent, his acquaintance in the district where he has worked so long and faithfully is wide, he is



Thomas Kane
W. L. Finnicum
W. H. Hayden
F. C. Zeil

popular with the traveling public and a faithful, loyal and efficient employe.

Three Prairie du Chien conductors who are old acquaintances are George Granville Dann, whose picture appeared in the December Magazine group of conductors; Thomas Kane and Alfred Evans. Mr. Dann entered the service of the company on October 13th, 1868, as a freight brakeman on the Prairie du Chien Division. After the C. & M. Division was opened, he served there four years in the same capacity, when he left the railroad company for a short time. The call of the rails was too strong and Mr. Dann returned to the Prairie in 1874, as brakeman. He was set up to conductor in 1880, and has continued in that position ever since, with 43 years of service to his credit.

Thomas Kane entered the services as freight brakeman in 1874, was promoted to freight conductor in 1880 and received a passenger run in 1905. Alfred D. Evans commenced service with the company as a freight clerk in Milwaukee. The train service, however proved

more alluring to the young railroader and in 1881, he transferred to the top of the freight cars, where he had plenty of experience with "armstrong," link and pin and all the other ancient devices, before air brakes and "sich like" modern conveniences made railroading an easier job. In 1887 he was promoted to freight conductor, where he remained until 1907, when he received a passenger run.

Everyone on the C. B. Illinois knows kindly, genial Jake Diell; and every railroad man in the southern district is his friend. He entered the service at the "head end," as fireman on a wood burning engine in 1871, on the Northern Division. In 1872 he commenced as a freight brakeman on the Chicago & Pacific, was promoted to conductor in 1876, and was extra freight and passenger conductor for some time. He came to the Milwaukee when the former line was taken over by the C. M. & St. P. Mr. Diell has run a passenger train on the Illinois Division since 1882 and like Frank Kelley, of the same division, railroaded with President Earling, when he was Superintendent of "the

Bluffs Division." He is now running opposite Mr. Kelley on the Southwest Limited.

A veteran conductor of the C. & M., who has seen service on other divisions before he came to the Chicago & Milwaukee, is J. W. Kingsley, now running on the Janesville line, between Chicago and Madison. Mr. Kingsley entered the service as brakeman in January, 1879, on the Monroe Branch, now a part of the Mineral Point Division. He transferred to the River Division in 1880, and was promoted there to freight conductor in 1882. In 1883, he came to the C. & M. as freight brakeman, became a freight conductor in 1885 and received a passenger run in 1891.

One of the most popular conductors of the west end is Edward M. O'Malley, now running The Olympian between Spokane and Seattle. Mr. O'Malley was a youngster on the I. & D. Division, commencing at Mason City, in 1886, when F. D. Underwood was superintendent out there. He was promoted to a freight run in 1888. In 1894, Mr. O'Malley went to the I. & M. Division, working under Superintendent Ezra Clemons until March, 1908, when he cast his fortunes with those who answered the call to the front on the Coast Extension. He had a construction train under Superintendent C. H. Marshall, until June, 1909, when passenger service was put on between Malden and Seattle, when he was given a passenger train on that run—and as he expresses it—"there I am today."

Two of the oldest conductors of the Des Moines Division, are W. L. Finnicum and Wm. H. Hayden. Mr. Finnicum entered railroad service in 1885, via the top of the freight cars, was promoted to conductor in 1886, and has been in passenger service continuously since 1892. No man is more widely known or more popular on the D. M. Division than "Bill" Finnicum. Mr. Hayden, who enjoys an equal popularity with his colleague of the Des Moines, began his railroad education in 1891, as a freight brakeman, but he was so apt a scholar that he received a train that same year, and in 1895 was given a passenger run. Both of these men have absolutely clear records during the long years of service they have rendered.

Although they are both young men, E. C. Brasure and Frank C. Ziel are the two oldest conductors on the Rochelle & Southern. Mr. Brasure's picture appeared with the groups in the December Magazine. He began service with the company on the Northern Division in 1894, traveling the regular route of promotion. The first year was spent on a night run between Milwaukee and Fond du Lac, with D. J. Manning, as conductor. The following five years were spent on the way freight between Milwaukee and Portage. In 1900, he went to Mayville to be brakeman on the switch engine. He received his promotion from this job, to freight conductor, in 1901, transferring to the R. & S. in 1904. In 1905, he was promoted to passenger run, where he is at the present time. Mr. Brasure has a charming home at Mendota, and is the proud owner of a "trick horse," which he calls "Sully." Among the accomplishments of this pet, is a "dead horse" stunt, and he has a picture of Sully, prone on the ground with a member of his family perched serenely on the horse's neck. Mr. Ziel commenced railroading in 1898, as clerk for the roundhouse foreman, at Madison, Wisconsin. In 1901 he started in train service on the Superior Division, where he remained during the season of heavy ore business. He went from there back to the Prairie, thence to the LaCrosse division, as brakeman. In 1904, when the R. & S. was opened for business, he transferred to that division and was soon promoted to conductor. He is now running between Ladd, and Davis Junction.

H. C. Thompson of the Northern Montana Division, whose picture was with the group in the December Magazine, is a pioneer on the Extension, although young in the service of the Milwaukee. He came to work for the Montana R. R. in 1907, when the contractors were moving in preparatory to rebuilding that

line. Mr. Thompson was assigned to the local freight train from Summit to Lewistown, and as material for the contractors went west via the N. P. to Lombard and thence east on the Montana to Harlowton and the Musselshell, those were busy days for Mr. Thompson and his crew. He took the first ten cars of steel east from Lombard to lay the Musselshell Division, and he tells his recollections of that trip getting around some of the curves in the Sixteen Mile Canyon. At one, eight cars left the track and he had an all night job getting them back—one of the cars was so heavily loaded that he was finally compelled to unload about half of it before it could be re-railed. In November of that year, Mr. Thompson was assigned to the little three-car passenger train between Lewistown and Lombard, and with the heavy travel going to "the front" and the switching they had to do at both terminals, it was a busy run. At Lombard particularly, which was the junction with the N. P., they switched from 4:00 p. m., until after midnight, and up again at 6:00 a. m., switching until 10:00 a. m., when the passenger train left for Lewistown. (The Montana men were exempt from the hours of service law.) In October, 1908, when the Milwaukee was completed into Butte, Mr. Thompson took the second Milwaukee passenger train into that city, and is now on the Butte and Lewistown local.

M. Gilmartin of the I. & M. Division was one of the group in the December number. He is a veteran, beginning service with the company in 1867, as helper in handling baggage and freight at Minneapolis, under C. W. Case, who was agent there at that time. He then went to Calmar, working there as baggageman for three years, and yardmaster seven years. When Mr. Gilmartin went to Calmar, the track layers were working on the I. & D. Division about fourteen miles out of that place. He ran a construction train for three years, and then took a freight run, which he held for eight years, being then, promoted to a passenger train, which he has held for twenty-six years. With the exception of two months, widening cuts on the Benton Cut Off—now the H. & D. Division, Mr. Gilmartin's service has been continuously on the I. & M. Division.

C. C. McGee, now one of The Olympian conductors between Moberge and Miles City, commenced his railroad career as a brakeman on the Jim River River Line, in 1902. He was promoted to conductor on that line in 1907, and transferred to the Extension, at Moberge, that same year. He laid the steel from McLaughlin to Miles City.

TABLE OF SUPER ELEVATION FOR DIFFERENT SPEEDS

DEGREE OF CURVE	SPEED IN MILES PER HOUR					
	60	50	40	30	20	10
AMOUNT OF ELEVATION IN INCHES						
1	1	$\frac{3}{4}$	$\frac{1}{2}$	$\frac{1}{2}$	0	0
2	2	$1\frac{1}{2}$	$1\frac{1}{2}$	1	$\frac{1}{2}$	0
3	$2\frac{1}{2}$	2	$1\frac{3}{4}$	$1\frac{1}{2}$	1	$\frac{1}{2}$
4	$3\frac{1}{2}$	$2\frac{3}{4}$	$2\frac{1}{2}$	2	$1\frac{1}{2}$	$\frac{3}{4}$
5	$4\frac{1}{2}$	$3\frac{1}{2}$	3	$2\frac{1}{2}$	$1\frac{1}{2}$	1
6	$5\frac{1}{2}$	$4\frac{1}{4}$	$3\frac{1}{2}$	3	2	$1\frac{1}{2}$
7	6	5	$4\frac{1}{2}$	$3\frac{1}{2}$	$2\frac{1}{2}$	$1\frac{3}{4}$
8		6	5	4	3	2
9			6	5	$3\frac{1}{2}$	$2\frac{1}{4}$



J. E. Banyard.

The above is a good likeness of Mr. J. E. Banyard, engine dispatcher at the roundhouse at Perry.

Mr. Banyard began his service with the C. M. & St. P. Ry. at Perry in 1881, hauling ties for the new road, which was then being constructed. In March, 1882, he worked with the crew building the depot which is still in use at Perry, then helped the crews which built the coal sheds and depot at Coon Rapids. At the completion of the work on the roundhouse at Coon Rapids he took a job as engine watchman which he held until August of the same year.

In August, 1882, Mr. Banyard saw the first roundhouse at Perry put into service and on the 15th of August that year he made his date as a fireman on the switch engine with Engineer Wm. Priest. His first road trip was on engine 568 on the western division with Engineer James Pullen.

Mr. Banyard continued his road work for a couple years when he was quite badly injured in a wreck. He was unable to resume work as a fireman and was given a position as engine dispatcher at Perry in 1884 and has continued in that service ever since.

Mr. Banyard has four sons, all of whom are railroad men, two of them Engineer Frank Banyard and Night Yardmaster Edward Banyard being in the service of the Milwaukee. He has seen seventeen roundhouse foremen installed at Perry and has proven a warm personal friend of them all. His ability along the line of landscape gardening has won for him the duty of the care of the grounds around the roundhouse and his spare time in the spring and summer is put in beautifying the premises. The past season the grounds around the new roundhouse were in very fine condition, having a fountain and grass and ornamental shrubs.

Office of General Supervisor of Transportation.

Chicago, Nov. 17, 1915.

Suggestions to C. M. & St. P. Ry. employes: How to Help Reduce Claims; Every employe can help in this matter. Look at the figures!

The Freight Claim Department advise that during the month of July, 1915, this Company paid out in settlement of Claims amounts as follows:

Claims classified under Defective equipment	\$23,027.92
Claims classified under Errors of Employes	1,680.17

Under the first item I am advised that the bulk of our claims cover damage due to leaky roofs and that the articles damaged by wet consist of iron and steel castings in barrels, vehicles of all kinds, lumber and mill products, cement, flour, mill stuffs in sacks, also damage to refrigerator freight due to defective drip pipes which get stopped up and flood cars damaging cheese, eggs, etc.

It is also stated that under this item, shipments of live stock get injured in transit on

account of defective boards or floors; shipments of cement and clay products are improperly loaded or put in cars which are defective in roofs, floors or sides. Coal is loaded sometimes into cars that are not safe to carry it due to loose and defective ends or sides which break out and coal is lost in transit.

CAREFUL INSPECTION AND WATCHFULNESS ON PART OF EMPLOYEES WOULD STOP THIS.

Under the second item it is stated that fully 90 per cent of the claims are caused by AGENTS AT DESTINATION DELIVERING PROPERTY BILLED TO SHIPPER'S ORDER, NOTIFY, without SURRENDER of Bill of Lading, also to improper diversion or re-assignment of cars by agents.

IT IS THEREFORE VERY IMPORTANT that agents watch this matter and must not give up possession of freight as billed above, UNTIL THEY GET THE BILL OF LADING, as often the consignee is changed and the shippers rely on our not delivering such freight until our agents get the RIGHT party.

YOU DO YOUR SHARE AND THE COMPANY WILL APPRECIATE IT.

Yours very truly,

G. E. SIMPSON, GST.



John G. Herzog.

While it is true that the captains of industry occupy the greater portion of written history, it is nevertheless true that history itself is made by the men in the ranks. It is, therefore, a pleasure to present the likeness of one who has always worked in the ranks and proven faithful.

John G. Herzog was born in Heidenheim, Bavaria, Germany, in 1863, landed in America in 1881, entered the service of the C. M. & St. P. Ry. Co. as car repairer at Ottumwa Junction in 1892. During the past twenty years he has occupied the position of clerk in the offices of the various foremen and general foremen of the Motive and Car departments and is at present employed as clerk in the office of general foremen on the Kansas City Division.

C. & M. Division Conductors' Room.

We now have a tailor, and Conductor Wm. Hill has opened a first class barber shop in the room. His first victim to take the chance for a shave was Conductor Ed Wright, and he said it was the best shave he had since the war, but none of the others boys would take a chance.

Safety First

A. W. Smallen, General Chairman.

Editor:

As an opportunity presented itself, I take pleasure in writing an article on "Safety First" from a section foreman's point of view.

It would take a great deal of time and space to go into all the minor details of the Safety First movement, so I shall direct my article chiefly to what I think are the most important duties of a foreman in regard to the safety of the traveling public as well as that of his men; for no man ever made a success in business without giving due consideration to his patrons. Therefore, it should be the most important factor of a foreman's duty to first see that his track is in safe condition for the safety of the many lives that pass over his section.

The thought has been brought to my mind many times while traveling on night trains, knowing that so many are comfortably sleeping, especially on dark, stormy nights, that some section foreman was out in the storm patrolling the track, looking after the safety of the movement of that train.

It should be borne in mind, however, that it is important to inspect the track not only during the storm, but also after the storm, when all waterways should be rigidly inspected, and drift and debris should be removed and preparations made for following storms. Many a wash-out is caused by overlooking waterways and failing to keep them clean of debris. During the dry months, the storms which come on without warning, cause many an anxious thought, and possibly a great deal of extra expense which could have been avoided by daily inspection.

I know of a great accident caused by a water-box being burned out two weeks prior to the accident, although a daily track walker passed over the section, but did not detect this defect. It was caused by the foreman burning old ties which set fire to the right-of-way, and weeds being allowed to accumulate around the water-box, which caused the box to ignite—a heavy rain or cloudburst, about four miles distant came rushing down the little ravine and came in contact with the burned out water-box, causing about forty feet of the dump to be washed away. The first freight train (luckily up-grade, or things might have been worse), left the track, turning engine over on its side, killing the fireman.

Inspecting track is a very important proposition, as there are a great many small defects which can easily be overlooked—and these are a most essential part of a section foreman's duty.

As a rule, it is natural for a foreman writing an article to confine his data to the division he works on. The Western subdivision of the Missoula Division runs over the Bitter Root Mountains, with seventeen tunnels, sharp curvatures, grade one and seven-tenths. It is plain to be seen that a foreman cannot be too careful in discharging his duties, especially during the stormy weather.

In this vicinity no foreman should go over his track without being equipped with all signal appliances, and it is a bad practice to start through a tunnel without first lighting a red and white lantern, even if you have sent a flagman ahead.

Hand cars need daily inspection and should be kept in good order, especially on mountains where you coast down the grade, for if anything goes wrong your gang is in danger. A good practice is to have men facing both directions while going to and from work in order to watch for approaching trains.

One word in regard to heaved track—the most dangerous condition for a track to be in,

and mostly occurring during the night while the foreman is asleep—I have overcome a great deal of this difficulty when surfacing through low marshy places, by leaving a space in the center of the track about one foot which I do not tamp. This space gives the earth an opportunity to expand, and often, except in extreme cold weather, will overcome this difficulty. Where such conditions exist, the rail should be well braced, center dressing should be lightly crowned, dirt cut away from the end of ties, subditches built and maintained and the best possible drainage that can be secured.

Now, regarding curves—there are many foremen who overlook the importance of the inner rail. This rail carries the greater part of the load and many a derailment is caused by low joints on the inner rail. Cars containing lumber or other material not properly loaded, causing cars to be top-heavy while lurching into a low joint, relieves the weight from truck on outer rail, consequently the truck, being in a cramped position, climbs the outer rail. All on account of a low joint.

Foremen should always observe passing trains. If anything is detected, such as sliding wheel or brake beams dragging, attention of trainmen should be called, even if you have to throw a rock through the window.

Last, but not least, a break in the fence is as essential to the safety of trains as a good track—animals getting on right-of-way, crowded on to open bridges or cattle guards, cause derailments amounting to hundreds of dollars of damage, while at times five minutes work on that fence would have saved it all.

J. G. KIDNEIGH,

Foreman, Avery, Idaho.

The Chicago Terminals consist of 268 miles of track, more or less, including 340 industry tracks. These tracks are divided amongst fourteen sections and located on three divisions—C. & M., C. & C. B. and Evanston—but all within the Chicago Terminals.

There are freight houses at Kinzie street, Galewood and Union street, where refuse accumulates. Cars coming from and going to connecting lines sometimes have rubbish such as paper, hay, broken brick and almost every description of fragments of freight that must be removed before cars are reloaded. This material is collected and disposed of at Godfrey yard by the track forces.

It is not unusual for a foreman to find several pieces of car material such as couplers, brake riggings, etc., that have been removed from tracks and placed in piles convenient to load for the department by which it may be used. This work is and should be completed at the earliest time, preferably before any other work is started at the beginning of a day's work.

At the end of the day the foreman makes it a custom to clear away and pick up or remove all scattered material. The old ties are loaded into cars or put in piles that are clear of the tracks and places where employes or others may have to walk. The rails and fastenings that are removed are handled in the same manner.

The grass and weeds are cut on the main tracks, leads and all other tracks of importance. This work must not be overlooked because should the weeds grow high enough to get on the rail, then under the wheels and between the wheels and brake shoes, engineers would not be able to control engines which get in on a track under these conditions.

All tracks are given inspection personally by the foreman or a competent laborer daily; whosoever making the inspection gives heed

to the track conditions and thoroughly sees that all foot blocking on frogs, guard rails and switches are in their proper position or replaced.

Foremen on duty are continually on the lookout for loose doors and anything that may be dragging. On several occasions foremen have noticed brake beams down, and have signalled trains to stop and averted a possible derailment or damage.

The foremen are called together as often as the roadmaster thinks necessary and all work is discussed. Considerable time is given to practices in use and any manner whereby the work could be accomplished more economically or quickly, or both, without sacrificing completeness or excellence, is given due consideration.

The foremen, co-operating with the roadmaster, are giving special service to little tasks that were not thought important before the Safety First movement was launched. The movement is not only a good remedy for so many avoidable accidents from the management's standpoint, but also from the standpoint of the employes' families and friends, and it is with us to stay as long as we take it seriously and make it manifest in our work and actions.

TONY, ARGENTINO,

Foreman, Yard 2, Godfrey Yard.

I believe that all track foremen should observe all of the precautionary rules when performing their duties in repairing track and thereby relieve the burden of responsibility we carry toward the safety of the traveling public, trainmen and the equipment. Protection to trains should always be thought of first. When conditions arise that track repairs require flagmen, the men should be given explicit instructions to place themselves at least one-half mile from the point where the work is being done, also green flags or caution torpedoes should be placed still further back. At times it is difficult for foremen to spare this protection on account of small forces and many foremen are tempted to try to do a small piece of dangerous work, such as changing a rail, etc., between trains without the necessary protection—this has been the cause of many serious accidents. It is far better to wait until one is prepared. Practice Safety First and avoid a possible accident. Better be safe than sorry.

Another daily menace to our trainmen and other employes are obstructions such as car scraps, new and old ties being left lying close to switches and tracks. These are subject to many accidents and could be avoided by clearing the track and vicinity immediately.

Also, while the electrification is under way, it is well for us all to fill up any unused pole holes.

We should always practice Safety First to ourselves and men, we should use every precaution in keeping the men well clear of passing trains, falling of loose doors, coal which is liable to fall, etc. After a train has passed it is a good idea before stepping onto the track to see if there is any motor or hand cars following close. On mountain grades one cannot be too careful in protecting themselves against approaching trains while using hand or motor cars.

A. E. SAUTER,

Foreman Section 111, Rocky Mountain Div.

I am a young man on the road with only a few years of experience, and I feel as though I ought to stay in the background in the line of writing on Safety First subjects. I saw an interesting little chance taking feature today that actually was more thrilling than most of our ordinary movie shows, to those that know just where the danger lies. It happened to be a Mudge Adams motor car of the small type without a speed limit, coming up the line at full speed, and on approaching a facing point switch with a rigid frog, the driver slowed down to not less than twenty miles per hour. Just as the front wheel was about to pass over onto the point of the frog, he gave the car an

unusual twist by standing up and throwing his own weight toward the outside, which shifted the car as far to the opposite side of the frog as the smaller wheels would allow. While the car kept going the driver smiled. He certainly saved a little time, as his duty requires him to move fast, no doubt. But regardless of the number of chances of this kind he has taken without accident, let's all hope he cuts out that fancy twist and gets the habit. "Safety First."

E. F. KADLEC,

Foreman, Hopkins, S. D.

Of all departments in which Safety First can be practiced to a good advantage I believe that the track department ranks first or at least among the first.

With co-operation in regard to this matter among your men many accidents can be avoided, which will save your men from being crippled and which will also cut down your personal accident claims for your company. Study for a minute and see if any man in charge of other men could work with a better motto than this: "Protect your men and cut down the injury claims of your employer," and both can be easily acquired by practicing Safety First.

One of the many cases in which Safety First can be practiced to a good advantage and many accidents avoided is as follows: When a crew of men are going to or coming from work, while two or more hand cars are used, keep the hand cars the required distance apart and place a competent man in charge of the brake on each car. In a few minutes you can place your men and possibly save your entire crew from becoming crippled to a greater or less extent.

Another is when you have men working around yards, etc., to see that all tools and material are placed at a safe distance so they will not interfere with people who are passing by or with trainmen when alighting from moving trains.

Let every trackman consider the amount of unnecessary accidents which occur each day and think of the crippled men and their families who suffer from carelessness on the part of some one else and they can readily understand the amount of good which is derived from practicing Safety First.

M. WHALEN,

Foreman, New Albion, Ia.

A few words in regard to Safety First. In my belief a section foreman should consider this very important. A man who has to use great precaution as to safety during his day's work, does many little jobs for the safety of others. It is up to him to keep everything through his territory in neat and clean condition, also to keep all obnoxious rubbish cleaned away from places used by trainmen and also the general public, such as depot grounds, railroad crossings and switching territories.

In leaving carhouse every morning the section foreman's Safety First begins. First, to see that his tools are in good condition, to see that his tools laid aside, and also to see that the proper tools are on the car for all emergencies.

Next he has to see and protect his crew, his hand car and himself while patrolling the track; his crew looks to him for the safety of the car, and are right there to assist him to remove the car when necessary and in emergency cases, especially in the approaching of unexpected trains.

The foreman is doing all that is in his power for the safety of the track and also for the safety of the trainmen, and in all cases the safety of the trainmen, and in all cases the safety of the trainmen should try to assist the foreman as engineers should try to assist the foreman as much as possible by blowing more whistles. During the hours of 7 to 8 a. m. and from 5 to 6 p. m., when the section foreman is usually going to work or going home from work. During the rest of the day the foreman himself can take proper safety protection for himself and crew.

Now that the engineers are looking for the protection of the foremen in their behalf, the foremen also wish as much assistance from the engineers as they can afford.

A hand car is a very bad thing to collide with, many serious accidents have happened to the section crew and sometimes to the engine crew. Therefore section foremen must use strict precaution as to its safety while in use.

During stormy weather and bad weather the foreman's thoughts are on those places where attention should be given and in all cases he is one of the first if not the first to go out. Regardless of the weather he is the man who is looking for the safety of all concerned.

The dispatcher looks to him to assist in the safety of telegraph lines. The trainmen for the safety of the track. The agent for the safety of the station ground. The rancher for the safety of the cattle. Therefore fences must be kept in perfect order.

JAMES BOLAND,

Section Foreman, Coast Division.

As I have a few minutes spare time I will say a little to our brothers in regard to keeping track up in good shape with one man. Some foremen say this can't be done, but I say it can and I tell you, brother foremen, experience is the best of teachers. I once started to raise my section from the west end and had two men. That same night I had to reduce my force to one man. But this did not stop me, not by any means, from getting over my section. I kept right on raising just as if I had a full crew and cut a good grass line and lined it up in fairly good shape. The main thing when you are raising track is to be very careful in tamping ties—you can bend your rails all out of shape if the ties are not tamped in proper shape. Now, when I am raising joints, I am very careful about tamping. Say you raised a joint and tamped it and the quarter of your rail is sprung a little, while at the same time the center of the rail is a little low—raise it, but do not tamp your rail clear through. Tamp four, five or six ties, whatever the kind is, and I will guarantee you will straighten your rail as smooth as glass. This is my way of raising track, and I tell you, brothers, my section ranks as about one of the best on the division today.

I am also taking my two weeks' vacation which I get every fall for the good work I have done for the company. And it seems good, boys, to get a two weeks' vacation and full pay and a pass anywhere on the C., M. & St. P. system. Now brothers we must boost things along, we must work for the interest of the company as well as our own. We are getting our support from them and we must all work together for the interest of the company. We must get busy, boys, the winter is coming and we want to have our track in good condition. I am glad that I have my section in good shape for the winter. I am not ashamed to have H. H. Ober, our division superintendent, and E. Callahan, our roadmaster, standing on the end of No. 6 while our old friend Mike Moore, engineer, goes at the rate of about 60 miles an hour, and the faster he goes the more he smiles.

O. H. OLSON,

Wis. Valley Division, Junction City.

On October 7 a joint Safety First meeting of the Deer Lodge shops and Missoula Division was held at Deer Lodge, Montana. The meeting was called to order by Supt. F. E. Willard at 2 p. m. Statistics were read regarding the decrease in accidents at the Deer Lodge shops in the last year, which showed an unusually large decrease. Several suggestions were offered, one in particular regarding the advisability of building a road from the shops, so that in case of fire or accident the fire department and ambulance would be able to get over on the shortest notice. The meeting adjourned at 4 p. m. to be called again at Alberton, Monday, December 13.

The regular monthly Safety First meeting of the Musselshell Division was held in the rooms of the Y. M. C. A. at Miles City, Montana. The meeting was called to order by Supt. H. Spencer.

There was an unusually large attendance, about fifty employes being present.

On November 3, 1915, one of the largest and most enthusiastic Safety First meetings was held at Davenport, Iowa, by the C. & C. B. Illinois Division Safety Committee. Superintendent Morrison presided, and for the benefit of those present who had not attended the Safety First meeting before, he stated how the Safety First movement got its start. The Illinois Steel Company was the first corporation to start the Safety First movement, and many of the large corporations of the United States and the world have taken it up. He stated that he had held five general meetings at Savanna and in addition had regular meetings of the Division Safety First Committee.

Superintendent Morrison read several editorials taken from current journals bearing on the efficiency of the Safety First crusades.

After which he named many improvements that had been made to promote safety to employes and others, numbering 111 items, and of these 111 items that had been acted upon fourteen were brought about by employes unassisted by the railroad company, indicating that employes are taking an interest in a movement which is for their benefit. The fact that the railroad company has made ninety-seven improvements on their property on the C. & C. B. Illinois Division, indicates that the railroads are willing to spend money to bring about the desired results, and the chairman cited some of the things which had been done, such as moving automatic signals at Bensenville, that an engineer reported could not be seen, the company changing the signal at an expense of \$600. Another signal at Mannheim was too close, and this signal was moved about 1,400 feet west.

An instance was cited by the chairman where in one week five men were injured at Savanna repair track by stepping on nails in boards, this matter was taken in hand by the superintendent and since that time no accidents of this nature have occurred.

Superintendent Oxley of Kansas City, General Chairman Smullen and several others addressed the meeting and nothing but the best of results can be hoped for. After Mr. Smullen's address Mr. Morrison took up the matter of loss and damage to freight, and for the benefit of those who had not attended a meeting of this kind, the chairman stated the purpose of the meeting and also stated that the amount paid out for claims in the last year amounted to \$1,516,640.36. Some railroads had reduced the amount of their claims to \$400,000 and there is no reason why the C., M. & St. P. cannot do the same.

On October 5 a Safety First meeting was held at Spokane, Wash., for the Idaho and Columbia Divisions.

The meeting was held in the office of Superintendent Sawyer, who presided. Addresses on the Safety First and proper handling of freight subjects were made by A. W. Smullen, C. H. Dietrich, Freight Claim Agent J. M. Allen, Superintendent Mott Sawyer, Assistant General Freight and Passenger Agent W. F. Warner.

Safety Committeemen H. R. McCann and H. R. Keller gave short talks on the subject. After several suggestions had been made and orders issued by the superintendent to have matters remedied. One of the important suggestions made by C. H. Burt was as to the advisability of using oil lanterns around oil cranes at St. Maries. This suggestion is to be given investigation and report made at the next meeting, which will be held at Othello on December 14.

Committeeman Engineer Sisson of the I. & W. N. R. R. mentioned the fact that section men do not always place their hand cars far enough from the track to properly clear trains. This Superintendent Sawyer informed the committee would be corrected. Immediately several other suggestions were offered and acted upon. Meeting adjourned.

At Home

Anna M. Scott, Editor.



Ruth and Roy Buckley, the famous "R. R. B." twins. The father, the proud father (we apologize for not knowing a more expressive adjective), Niles K. Buckley, is folder clerk in the General Passenger Department.

Party Frocks for Girls.

The girls who are home from school for the holiday vacation are, of course, intensely interested in new party frocks, and I have seen some very pretty ones—simply made so that mother had no difficulty in accomplishing the fashioning of them, yet so very dainty as to be quite fit for a fairy queen.

Generally speaking, the party frocks are made up in any way which may be becoming to their prospective wearer—the only necessary requirement being bouffancy and fullness around the skirt. There are panniers and puffed hip draperies, overskirts, pleatings and shirrings. The sleeves may be bell shaped or puffed, or there need be none at all. Collars are high and low, and of every description, so that the neck may be dressed in the most becoming manner possible.

One of the frocks that I particularly noted at an evening party for young people, was of satin and chiffon—the satin of a delicate blue and the chiffon a lovely coral shade. The skirt and tunic were satin with a large bow of the chiffon caught at the side of the tunic. The bodice was of the chiffon, the neck square and edged with white fox fur. The sleeves were long and bell shaped, the cuff extending well over the hand. Another was a delicate shade of pink taffetas and sheer white net. The dress was entirely of the taffetas, with a band of dark fur around the bottom of the skirt. The yoke and short puffed sleeves were of net, and a small pink rose caught the jumper at each shoulder. The skirts of both of these simple frocks were eight inches from the

floor and very full, so as to stand well out. The stockings and slippers matched the gowns.

An evening coat seems a necessity these days, and certainly they are dear to every young girl's heart. Broadcloth is the favorite material—the coats are made loose and long, and edged with bands of fur around the bottom, the sleeves and collar. Any color may be used—but rose color is the reigning favorite.

We have finally reached the selfish season of the year, we have made presents for our aunts and our uncles, our sisters and our brothers, our cousins and our friends, and now we can sit back with a sigh of relief and make something for ourselves. Given the time, there should be no lack of suggestions, waists, collars, ties, handkerchiefs, just as far as your money and your needle will go.

A most attractive waist can be made from a combination of crepe de chine and Georgette crepe. Make the two front hems, about three inches wide and the under arm portion of the crepe de chine. The strip between the front hem and the underarm piece is of Georgette crepe, gathered along the shoulder seam and either smocked or left plain. The waist is much more elaborate if it is smocked in heavy white silk and it really takes very little time. The sleeves are made of three strips, running around, the middle piece of the Georgette crepe and a cuff of the Georgette. These strips can be hemstitched together or put together with any sort of hand work. White ivory ball buttons with loops made from silk rat-tail provides the fastening down the front and there is your waist with very little expenditure. One yard and a half of the crepe de chine and three quarters of a yard of the Georgette crepe is sufficient.

A fine handkerchief linen waist made by hand is always pretty. An exceedingly nice looking one was in a shop window the other



Marian and Eladie Murphy, Little Daughters of Superintendent J. J. Murphy, R. M. Division.

day. It was fastened down the front with a box-plait that was embroidered between the button holes. The fronts were gathered at the shoulder seams and a shoulder strap with the same embroidery as on the box-plait placed over the gathers. On the right side of the box-plait there was a graduated frill, about three inches at the top and tapering down to an inch at the waist line, with a half inch hem and the same embroidery along the inside of the hem. The sleeves were gathered into a tight cuff, about four inches wide and there was a small turnover at the edge of the cuff, this being embroidered. This would take about two yards of handkerchief linen and will make a waist which will look better every time it is washed.

An easily made and pretty cuff for a waist can be accomplished by taking a piece of your goods about five inches square and cutting a hole in the middle large enough to fit the bottom of your sleeve. This makes a circular cuff with four points which lends itself very well to a touch of hand work. The collar on this waist was made with a straight band, finished at the top with a circular turn-over. At the back two large button-holes were made an inch apart and two more at each side of the front. Through these button holes black and white ribbon was run, finishing off with a bow in the front. This is especially nice for a tailored waist and high collars are very fashionable.

Crocheted Lace Edge.

Make a chain of 8; turn, go into 3d st. of chain; make chain of 2; skip 2; go into last of ch. turn; * ch. 5; skip 2; 4 d st in ch of the preceding row; ch 2; make 4 d st in same space; turn; ch 2; make 4 d st in ch of 2 of the preceding row; ch 2; make 4 more d st in same space; ch 2; skip 2; make d st in last of the 4 d sts; ch 2; skip 2; go into third st of ch of 5; turn; repeat from *.

MRS. EDGAR M. PATTERSON.

Ladies' Crocheted Slippers.

Make a chain of twelve stitches. First row—Work eleven slip stitches on chain, chain one, turn. Second row—Slip stitch in first five stitches, chain one, slip stitch in next stitch, chain one, slip stitch in remaining five stitches, chain one, turn. Third row—One slip st. 2d and 3d rows for vamp, being careful to have one extra stitch on each side of center on the increasing row. Work seventeen ribs, now work three ribs without increasing. To start side take up sixteen stitches, work ten ribs, now increase one stitch on the upper edge every fourth rib until there are twenty stitches, now work seven ribs, this completes one side; work second side to correspond, decreasing instead of increasing; join on side.

Work, thirty-six d. c. with one chain between each, around top of slipper for beading. Top work, twelve shells around beading, having five d. c. in each shell, fasten each shell down with s. c. Row 2, 3 and 4—Like first row working shells around the third stitch of

shell of preceding row. Sew on soles and finish with ribbon bows.

This slipper is worked in slip stitch always taking the back stitch of preceding row, to form a rib, two rows form a rib.

Good Things to Eat.

Mexican Chili Con-Carne—Soak two cups chili beans over night. Then add one and one-half pounds chopped beef, one tablespoon salt, cayenne pepper and chili powder to suit taste. Boil together for twenty minutes one quart tomatoes and one chopped onion. Rub through a seive and add to the beans and meat. Add one small can pimientos chopped and a generous piece of butter. Keep moist with water and cook three or four hours.

Mrs. G. E. C., Deer Lodge, Mont.

Apple Sponge Cake—Three eggs with one cup sugar, one and one-fourth cups flour, two small teaspoons baking powder, one-fourth cup boiling water, pinch of salt, flavoring to taste; add the water last and bake in two layers.

Apple Filling for Cake—One tart apple grated, juice of half lemon, one cup sugar, one egg, small piece of butter. Cook slowly until thick, then cool. Ice top with powdered sugar.

Mrs. C. L. Laneer,
Miles City.

Doughnuts—One egg, one cup sugar, three tablespoons melted butter, one cup sour milk, one teaspoonful soda. Roll out soft with flour enough to keep from sticking, drop in very hot lard. This recipe makes over two dozen.

Mrs. C. L. Laneer,
Miles City.

Hickory Nut Cake—One cup sugar, one-half cup butter, three-fourths cup sweet milk, two scant cups flour, two teaspoons baking powder, whites of four eggs well beaten, add one cup broken meats last.

Chocolate Pudding—One square chocolate melted with a little water. Add one cup milk and one cup sugar, one large tablespoon flour, one teaspoon corn starch in a little water and three yolks. Add beaten whites later.

Never-fail Dumplings—One cup flour, two teaspoons baking powder, one-fourth teaspoon salt, one teaspoon sugar, just enough milk to mix well, drop with spoon that has been dipped in thick gravy every time. Cover and cook ten minutes.

Abbie B. Campbell,
Mobridge, S. D.

Chicken Mouse—Two breasts of two and one-half pounds chickens, one pint of whipping cream, two tablespoons granulated gelatine, two tablespoons celery salt, one-half teaspoon tobasco sauce, juice of one-half lemon, one cup of chicken broth. Cook chicken, do not have it overdone, cut up quite fine, add seasoning, dissolve gelatine in cold water, heat slowly and add to chicken broth; add this to meat, cool over ice water, when firm add whipped cream. Garnish with tomatoes quartered and cucumbers, serve on lettuce leaf. This will serve twelve.

Margaret M. Spencer,
Miles City, Mont.

A "Milwaukee" Cook Book

To the ladies who have so kindly responded to my request for favorite recipes, I beg to extend my cordial thanks; and for the information of those whom I have not yet had the pleasure of meeting, personally, I want to say that it is our hope, some day, to have a "Milwaukee Cook Book" made up of favorite recipes of our famous Milwaukee cooks. Therefore, I earnestly hope that all of our women readers will be sufficiently interested to contribute as many of their good recipes as they can. Sign your name and address, so that due credit may be given you both in the magazine and in the book, should we be able to have such a one. I also want to say that our friends must not think we are not grateful, or that we do not wish to use what they send us, if they do not see their contributions in the first magazine after receipt of same. We often have to cut down, on account of lack of space, but all contributions of that character will appear in due time.

Hints for Housekeepers.

Do not put salt in milk gravy till it is done or it will curdle.

Corn starch is a good substitute for eggs in cookies and doughnuts. One tablespoon of the starch is equal to one egg.

A spoonful of vinegar put into the water in which meats or fowls are boiled makes them tender.

Stain on spoons from boiled eggs is removed by rubbing with a little salt, or washing in water in which potatoes have been boiled.

When corks are large to go into a bottle, throw them into hot water for a few minutes, and they will soften.

The smell of onions and other odors can be removed from kettles and sauce pans, by putting wood ashes into the utensils, add boiling water, and let it stand a short time on back of stove. If you have no wood ashes, use potash, soda or concentrated lye with water, then wash in hot suds.

To Remove Furniture Scratches—Go over the article with a soft rag, dampened in kerosene oil. This will cause all light scratches to disappear.

To Prevent Doors From Creaking—Dip a feather in oil and apply to the hinges, or rub on a piece of soap.

To Prevent Window Sashes From Rattling—A half of a clothespin will cure temporarily the rattling of a window sash.

To Mend Old Blankets.—To mend all tears and breaks in blankets, cover both sides with cheese cloth. Tack all together with white or colored yarn, and thus make a light quilt superior to a comforter. Finish the edge by crocheting around all four sides.

Pebbles from the Musselshell.

W. F. Maughan.

Mrs. Drake, wife of Engineer D. Drake, has returned to Melstone after a two months' visit on the coast.

Mrs. W. F. Maughan has been in Miles City the past month, where she went to consult an eye specialist.

Conductor John Casey has taken the local between Melstone and Harlow. Sunday lay-over at Melstone.

M. Schwartz, machinist at Melstone, has returned from the Panama-Pacific exposition at San Francisco. He says he never even once got lost.

Mrs. C. W. Maughan, wife of the Melstone car inspector, has been visiting friends in Nebraska, Iowa and South Dakota.

Mrs. C. G. Mitchell of Melstone visited in Miles City recently.

R. E. Bernard, brakeman on the Middle Musselshell, was married October 20, in Minneapolis. They will make their home in Miles City and their many friends wish them much joy.

N. Miles, that insurance man, has been lining up the boys recently.

On November 17, thirty cars of salmon went over the P. S. lines in one train from Seattle to Philadelphia. Who says the Milwaukee doesn't get the business.

The Carpenter Creek Coal Mine recently opened south of Geneva and seven miles from Melstone, is getting out about twelve cars a day. It is reported the output is to be increased to forty or fifty cars daily. This work is handled by the Melstone switch crew.

Brakeman L. Jones and wife have moved from the ranch and will make their home in Melstone. Mrs. J. looks more smiling since they moved into town.

One of our popular brakemen says if there is anything he is especially partial to, it is to pitch five tons of hay before breakfast, drive the cattle five miles and break the ice before dinner.

E. Murray of the Bridge and Building Department was in Melstone recently.

J. W. McCarty, machinist at Melstone, who has been laying off for some time, has returned to work. Mac says it does not pay to lie around.

Conductor Ray Wright has been on the Melstone switch job a few days.

The company has recently built a nice little depot at Geneva just north of the Carpenter Creek Coal Mine. This will be appreciated by the people at the mines.

Before this magazine reaches us, Old Father Time will have clipped off 1915. Your correspondent wishes the Magazine and all its readers all the compliments of the season and a Happy New Year.

River Division Items.

H. D. Witte.

A Happy New Year to all.

Mrs. J. R. Brown, wife of J. R. Brown, pump repair man at Wabasha, underwent a serious operation at Minneapolis the past week and from reports is making a speedy recovery.

G. B. Woodworth, rail inspector, made an inspection trip over C. V. Division last week.

Messrs. H. C. Kassabaum and J. Wagner, roadmaster River & C. V. Division respectively, attended the roadmasters' convention held at Milwaukee recently.

A meeting was held in room 8, Milwaukee Station, Minneapolis to discuss safe methods of flagging trains through an interlocking plant when for any reason it was impossible to give a proper signal indication on account of a disarrangement of signal apparatus.

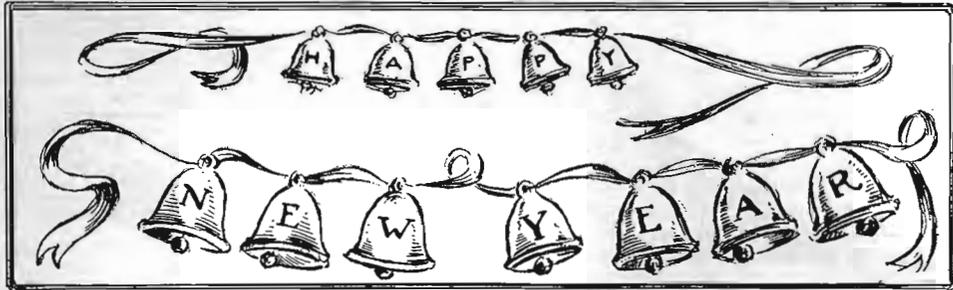
Messrs. Van Dyke, Thiele, Johnston, Nee, Skewes and Alexander attended and many important suggestions were made on this subject.

Chas. Upton, conductor on Nos. 91 and 92, River Division, absent several days on account of sick list; relieved by Conductor Bohn.

Our worthy Cashiers Shays, Brown, Wabasha, took a few weeks' outing in Northern Minnesota woods seeking deer. Sharp was very fortunate and brought home a fine specimen.

The Childrens' Page

Jennie B. Ginet.



My Dear Boys and Girls:

We have just heard the bells and bugles joyfully ringing and blowing, telling us that the New Year has come. How glad we should be to greet the New Year! It is like turning to a clean, clear page in our copy books. Never mind how the other pages look or what they tell, but let this page be our very best work. Have no blots, no scratches, no misshapen letters, no badly formed words, but everything neat and clean and beautiful.

My dears, each year is a page in the Book of Life. Let us fill this year with helpful little deeds for mother and father, kind little acts for sister and brother, and lots of love for every little creature, remembering that—

"All creatures great and small
The Lord God made them all."

I am going to tell you something nice each month of the year on our Children's Page, so watch for it and let us see if we together can make this a happy year. With love,

AUNT JENNIE.

There's a New Year coming, coming,
Out of some beautiful sphere,
His baby eyes bright,
With hope and delight,
We welcome you, Happy New Year.

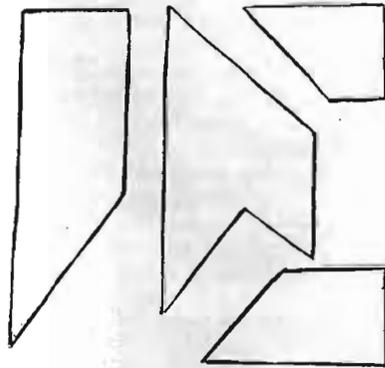
Lucy Larcom.

The Lion and the Mouse.

A lion was sleeping in his den when a little mouse ran over his paw and awakened him. The lion caught the little creature and was about to devour her, when she cried: "Oh, Lion, spare my life! You are too great and noble to harm a little creature like me." The lion, pitying the little mouse, let her go.

Not long after this the lion was caught in a hunter's net. His loud roars filled the forest. The little mouse heard him and ran to help him. Quickly she gnawed through the ropes and set him free. Thus the little mouse taught the mighty lion that kindness is seldom thrown away. No creature is so much below another that he cannot repay kindness with kindness.

Adapted from *Æsop's Fables*.



Cut out the pieces of paper as outlined above and put them together to make a perfect T.

A Charade.

Find the letters that spell a boy's name.
My first is in hay, but not in straw,
My second in frozen, but not in thaw,
My third in hen, but not in chick,
My fourth in rod, but not in stick,
My last is in coy, but not in kiss,
Pray tell me what Christian name is this.

What Is It?

I have a face, but no eyes, mouth or nose. I have two hands but no arms. Though others listen to me I never hear them when they speak. Sometimes I go on my way slow and sometimes fast and sometimes I stop altogether. I stand all day, yet am never tired.

Answers to Hidden Xmas Goodies in December Number.

- 1—Peanuts.
- 2—Orange.
- 3—Banana.
- 4—Candy.
- 5—Raisins.
- 6—Popcorn.
- 7—Cake.
- 8—Almond.

Just Gossip

Poor De Leo, so some dame finally snared him and he is no more. You have our sincerest sympathy.

Oh you Ivan, some eye you have. J. W. M. says you got a spike in it. I've read about beams and notes in people's eyes, but nothing quite as big as spikes ever came my way.

Wonder if J. W. M. really means Engineer Murphy is sojourning in the sunny skies of the Pacific coast. In the first place they don't have anything but rain and then some out there this time of the year and we were always given to understand that before one could repair to realms beyond the sky, they had to de cease. Maybe Mr. Murphy is camping out in a biplane or a balloon. How about it?

I wonder if she is the very same Kate Who rode to Ramsey on the freight To teach the youngsters what to do, Then home again on seventy two.

They are "razing" the old ice cream factory across the way by tearing it down. Time was when we used to have a supply of tin spoons and indulge in the frozen lacteal, but no more of it since they moved up town.

In digging around for the foundation of a new warehouse, a workman unearthed one of the "old style" links which the "shacks" in the prehistoric ages used to tie cars together with. I wanted to get it to lay up in the "archives," but before I got to him I think he sold it to some junk man for a jit and bought a scoop of "Old Style" not made in Milwaukee, but nearer home.

Don't worry about the "eats" Gerald. "Cheffing" for banquets has been my regular occupation all fall and winter.

I have an invite to attend one in honor of W. H. Taft, who formerly held first trick at the White House, but got "bumped" by one Woodrow, whose matrimonial exploits are at present filling the big space.

Aforesaid gastronomical effort comes to the tune of five large American iron men and to tell you candidly I don't think it's "wuth" it. Believe I better use it to a better advantage and send Josephine a box of sweet meats.

'Tis four a. m. so says the clock,
No one here but me
There are no trains for me to block
So "Good Night" from "one T. P."

Of course all this "bantering" we've seen in the "mag" lately about Kittie and Josephine and "one T. P." is apparently a "huge joke," but just the same I think I can read between the lines that either Kittie or Josephine would be game enough to tie up with a "railroad man"—They must be regular dare-devils.

Among the names of Chicago merchants we note that of James J. Papatrodokoum-moantourgeopoulos. Wonder what his middle name is?

An item on the sport page recently announced that a billiard hall in an eastern city would install shower baths for its patrons. Eddie Sorgel, chief clerk, Seattle G. F. offices, says that as far as he is concerned he don't see the need of any new way of getting "cleaned" in a billiard hall.

It gets my goat the way some of the men at this end of the line, when making excuses to their wives for being out late the night before, lay all the blame on me. The wives don't know me and have no idea of my uprightness and general rectitude, and I'm as popular with them as a horned toad or an Abyssinian wart hog, and if they ever meet me they'll probably scald me with hot water or something, for leading their husbands astray. I've got to get even some how, and I'm going to start in on my friend Joe Bahl, who has been particularly active in getting me in bad. This story may not be true, but he

told it to Geo. Winslow, and Geo. told it to Linn Criswell, and after a while it reached me. On one of those nights when Joe said he was with me, he got home a trifle late and tried to sneak in without waking friend wife, and he nearly got by with it. Friend wife woke up and thought the pet dog was trying to find a soft spot on the foot of the bed and she said "Get down Fido." Joe had the presence of mind to say "woof, woof," and he pounded on the floor to imitate the dog wagging his tail. The imitation was so good that when morning came Joe was sleeping the sleep of the just and all was well.

Editor:—Is "Sylvia" a good name for a baby?

Answer.—Not if the darling is a boy.

A few days ago one of our sleeping car porters walked up to A. D. Kirkland, assistant superintendent S. & D. cars, Tacoma, and taking from his pocket a sack containing some white powder, asked Kirk to taste it and tell him what it was. This Kirk proceeded to do and after dissolving a couple of pinches of the powder on his tongue, he said he thought it was soda. The porter said "That's just what I thought, but my wife insists that it is rat poison."

"I've undoubtedly got the smartest dog in the country," remarked Percy Kellogg recently. "I was going out with him not long ago and I stopped and said 'Fido, we've forgotten something.'" Believe me or not, that dog sat down and scratched his head to see if he could think what it was."

Geo. Winslow, chief clerk to General Agent Chapman, Seattle, was notified by his landlady last week, that they would not stand for any more of his "singing." This is all right for the boarding house, but it sure is tough on us fellows at the office, who now get the whole works.

How to Press a Silk Waist.

Unless pressed over a perfect form, silk will present a rough, unfinished appearance. Like wine and tobacco, the form improves with age up to an undetermined limit. I generally try to cultivate a form somewhere between eighteen and twenty-eight years old. You can strike an average. These forms are hard to keep as some one is always borrowing them when you are out of the city and for one reason and another they seem to forget to return them. Use a moderately wide settee, but not too wide and place something—an arm for instance—between the silk waist and the back of settee. Do not persist in excessive pressure as it causes the silk to crimp. Should the waist appear limp before the curfew rings, a trifle of ice cream or a box of bon bons should produce magnetic results. When finished place the silk waist away neatly and give it an airing whenever possible.

We saw Ross in Spokane just before the holidays buying presents for the baby. He had a flat bottle with a long rubber tube attached. It was quite a curiosity to us so we inquired what it was. Ross said it was a lung tester, the baby blew through the tube and tried to break the bottle. Babies are queer animals when you take into consideration the fact that Ross claims his baby has blown three into smithereens the past two weeks. Sted.
Kittie:

Am sorry you are ill. Can picture you lying there in the hospital with a beautiful nurse administering kindly to your wants and can imagine you wishing yourself grand and noble as she. I can see the little stand at the head of your bed covered with flowers sent you by the Milwaukee Office Boys' Affliction Club; they are the same boys who would call you up at lunch hour for a jolly but they are a sad bunch now and go about with hushed voices and when they meet in the elevator or hall they whisper to one another: "Have you heard how Kittie is today?" But at that they are human bluffers and every one of them has a girl on the South Side north of Twenty-second

street and they meet at Buck and Rayner's every Saturday afternoon during the open season.

Poor little girl, lying there in the hospital and so far away from Spokane. I seem to detect an odor from the drugs the beautiful nurse so patiently serves you and can hear her kind words of advice as she begs you to curb that desire for home cooking. You should heed her words until I get there when I will prescribe for you from some of your own recipes. Do you not think I am a realistic letter writer. Take your medicines as the beautiful nurse says you should and do not get radical until I get my Ford out of the shop, when I will come and save you. Sted.

P. S. Please remember me to the beautiful nurse.

Ain't It the Truth.

The fireman is a "Tally" very husky, strong of back;
The guy that twists the brake wheels is referred to as the "Shack";
The M M is the "Old Man" impressive and sedate,
But the duck that checks the time slips is nothing but a "Skate."

The Interstate has "Hashers" with lots of looks and frills,
While the clerks with paper collars are termed as "Scissor-bills,"
Superintendent has been shortened, until they have it "Soup,"
But what they call the time guy would give a mallett croup.

Extra gangs are all called "Bohunks" and have garlic on the brain;
T D is the dispatcher, who helps delay the train;
The engineers' a "Hogger" and is always talking steam,
But the names they call the time man would make a box-car scream.

Machinists are "Nut-splitters" and are for the union strong;
B S they say means "Butter Scotch" but to blacksmiths does belong;
Boilermakers go as "Rivets" and are always yelling flues,
But spring the name TIMEKEEPER and you're sure to have the blues.—"Sigh."

After Christmas "Pome."

Geo. E. Waugh.

'Twas the night before Christmas,
So by traditional laws
I hung up my stocking
For old Santa Claus.

I hung it up high
On the limb of a pine
Cut up near Minocqua
On the Old Valley Line.

I rose early at daybreak
And by the flickering flame
Examined presents galore—
I hope you got the same.

There was a tie like the rainbow,
Of reddish cerise,
A cake-walkin' creation
I got from my niece.

There were others of green,
Yellow, purple and gold.
Oh, the riot of colors
Was a sight to behold.

There was a pair of pajamas
That in latitudinal girth
Would fit Jas. J. Murphy,
The biggest man upon earth.

There were shirts that were flossy
And gaily tattooed,
The kind that our porters
Have long since tabooed.

There was a box of perfectos.

Oh, the one that I smoked
Blistered the ceiling,
And we all nearly croaked.

Now it's the day after Christmas
And I'm over the shock,
And I tell you God bless 'em
Who filled up my sock.

Mr. V. B. Ross,
Spirit Lake, Idaho.

Dear Sir:

In answer to your query in last month's magazine, I take the liberty of informing you that the Coast Division news is written up by Florence Cooper, of Tacoma. I knew you would not be very interested if it were some gentleman, hence this information.

Yours very truly,

KRATSCH.

How would this do for those who come late for work in the morning:

Got up late,
Missed a car.
Bridge was up,
There you are.—Kratsch

The stories contributed by Mr. Waugh, Mrs. Sill and Mrs. R. H. P. in the last issue of the magazine, are deserving of the highest commendation. We enjoyed every word of them and can only say, give us more.

Mrs. V. B. R. prepared us some Christmas Fruit Cookies, a la recipe in last month's issue, and requests that "Kitty" be appointed a committee of one to have some on hand at the convention. Sted, of course, will have to kick through with the "flower."

Progression.

1900—To have a bicycle.
1905—To have a horse and buggy.
1910—To have Appendicitis.
1914—To have an automobile.
1916—To have 100 shares of oil stock.
P. T. Barnum was right, huh-leeve muh!

V. B. R.

Tide Flats Tales.

We have read of many a bloody and hard fought battle in the European war, but we doubt if any have been as hotly contested as the battle we see on the checker board every noon hour between Ireland and England, with Germany "looking on."

An epidemic of grippe struck the Storekeeper's office last month. One day about half of the force was on the blink.

Guy Bement of Mr. Hamilton's office took his vacation in December. We tried to find out whither Guy had flown, but from all reports he is spending his money in Tacoma. That's the old "buy at home" spirit.

We will all miss the smiling face of Frank Buchanan for some months to come. Frank is on his annual "snow fighting" trip up in the mountains.

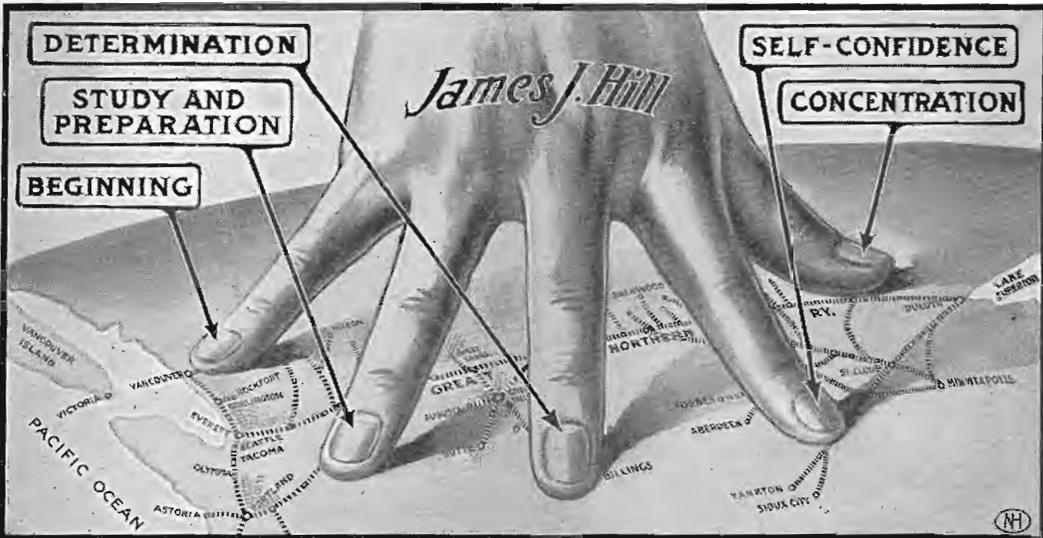
"Chief" Bender, our classy messenger boy, has learned to drive a Ford. Oh, Girls!!!

Assistant Timekeeper "C.G." Goiny, is "enjoying" the winter at Roslyn, S. D. Charles stated he would have to ride twenty-four miles from Webster to Roslyn in a sleigh (providing there was snow on the ground), and also that the town of Roslyn was very "dry," and that it was three miles to the "lake." Maybe you could melt some snow, Charlie.

Messrs. Ross and Graham of Spirit Lake were welcome visitors at Tacoma Shops during the last month. We had the honor of showing them through the Shops.

Six boilermakers were sent from Tacoma to Deer Lodge last month on account of a little mix-up at that point.

The strip of tide lands just east of Tacoma Shops is likened quite a bit to the Dardanelles, especially during high tide. Almost every noon one can see Messrs. Berg and Goiny studying the situation, as if working out plans to force the straits.



MEN WANTED

For Good-Paying Traffic Positions

➔ \$35 to \$100 a Week ➔

In the above picture is shown the hand of James J. Hill, who controls the great railroad system extending from Lake Superior to Puget Sound. Mr. Hill began railroading while a young man, under circumstances much less favorable than those under which young men of today can begin. His first railroad job was that of a telegraph operator. Perhaps there is not a man who will read this announcement who is not familiar with the record of this noted, self-instructed, self-made railroad and transportation king. There is nothing mysterious about his rapid rise from a little country railroad station job to a position of power and affluence. The above drawing shows the five main elements of Mr. Hill's success—the five elements that will make you successful. But YOU can now readily

Train for Promotion At Home By Mail

Perhaps you have not known that with the use of your spare time and evenings you can qualify for work done by the man higher up.

Take a look at yourself and see how nearly you measure up to the standard of efficiency which railroad men must possess to win advancement. Could you hold down a responsible railroad position if actually offered to you? How much longer are you willing to struggle along as a station agent, a telegraph operator, a general office clerk, or bookkeeper at \$60 to \$85 a month?

Write at once and learn all about the great opportunities in this field. Send the Coupon today. You are wanted not only by the railroads, but by the big steel corporations, the big coal companies, big lumber concerns, and hundreds of thousands of large industrial shippers, who are glad to pay big salaries to men competent to handle their transportation problems with maximum efficiency. If you have an ordinary education you are eligible for the training given by our expert instructors.

The railroads of the United States have grown faster than in any other country in the world. They now aggregate the enormous total of 350,000 miles. The supply of trained traffic men has not kept up with the demand. Modern transportation is a jungle of routes and rates calling for specialists—men who are highly trained in Freight Classification, Rate Making and Construction, Industrial and Railroad Shipping, Handling of Claims, Ocean Trade and Traffic, Railway Organization and Management, Interstate Commerce Regulations and Proceedings, etc.

Free Book Coupon

about the work of the expert traffic man, and how we can train you quickly at home. The cost is small. Easy monthly payments accepted.

LaSalle Extension University,
Dept. C. 290 Chicago, Ill.

Send postal or the coupon right now and get our big book of facts telling all

Free Book Coupon

LaSALLE EXTENSION UNIVERSITY,
Dept. C-290 Chicago, Ill.

Please send "Ten Years' Promotion In One" and your book telling how I may, without interfering with my present employment, prepare myself for a good paying traffic position.

Name.....

Address.....

Occupation.....

Get Together

Attention, Veteran Employees.

The committee on organization having completed its work, a meeting is called in Chicago on January 22nd, at 2 P. M., address to be announced by card later, to perfect a permanent organization. As many as may be able to attend are urgently requested to do so. All who have sent in applications for membership prior to January 10th, 1916, will receive notice of the meeting by card.

The Magazine prints, below, a draft of the proposed constitution in order that members may read and understand in advance the qualifications for membership, the objects, etc. Following the meeting there will, of course, be a full report, together with the names of those composing the list of "charter members."

The Veteran Employees' Association of the Chicago, Milwaukee & St. Paul Railway Company.

Constitution.

ARTICLE I.

Name and Location.

The name of the Association shall be "The Veteran Employees' Association of the Chicago, Milwaukee & St. Paul Railway Company." It shall have an office in the City of Chicago.

ARTICLE II.

Objects.

The Association shall be a social organization, the objects of which shall be to create and promote a helpful and fraternal fellow feeling among its members; to afford an opportunity for the discussion of subjects of mutual interest; to inspire and maintain a spirit of loyalty, mutual respect and confidence between those engaged in railroad service, and to cherish the memories and traditions of past association.

ARTICLE III.

Membership.

Section 1. Any person having been in the service of the Chicago, Milwaukee & St. Paul Railway Company, or of any of its controlled or subsidiary railroads, forming a part of its system, for twenty-five years in the aggregate, shall be eligible for membership.

Sec. 2. Persons desiring to become members shall make application, stating name, residence, occupation and record of service, which application shall be endorsed by a member in good standing and filed with the Secretary, who shall submit it to the Executive Committee for approval at a regular or special meeting. If approved, the applicant shall be deemed a member.

Sec. 3. The Executive Committee may, by unanimous vote of its members, admit as honorary members, persons who are, or have been, prominently identified with the railway service. Such honorary members shall have all of the privileges of membership, except voting or holding office, and shall be exempt from all dues.

ARTICLE IV.

Officers.

The officers of the Association shall be a President, Vice-president, Secretary and Treasurer. They shall be nominated and elected by ballot from the members at the annual meetings of the Association, and be installed upon their election. They shall hold office for one year, and until their successors are

elected and installed. The officers elected at the first meeting hereinafter provided for, shall hold office until the first regular annual meeting. Vacancies occurring between elections shall be filled by the Executive Committee.

ARTICLE V.

Executive Committee.

There shall be an Executive Committee, consisting of the four officers above named and three other members, who shall be elected at the first, and annual meetings, in the same way as the officers. Vacancies occurring between elections shall be filled by the remaining members of the Committee. The Association, at any annual meeting, may create Standing or Special Committees to perform such duties as may be prescribed by the resolutions creating them.

ARTICLE VI.

Duties of Officers.

Section 1. The President shall preside at all meetings of the Association and of the Executive Committee. He shall appoint the members of any other committee created by the Association; shall approve all bills of vouchers for authorized expenditures before payment; shall have general supervision of the affairs of the Association, and perform the usual duties pertaining to such office. He shall have no vote, except in case of a tie, when he shall cast the decisive vote.

Sec. 2. The Vice President shall, in the absence or disability of the President, perform all the duties required of that officer.

Sec. 3. The Secretary shall receive applications for membership, and refer them to the Executive Committee; shall keep a record of members admitted; shall have custody of its records, papers and documents, and keep the minutes of all meetings of the Association and of the Executive Committee; shall give notice of meetings of the Association; conduct its correspondence, and perform the usual duties pertaining to such office.

Sec. 4. The Treasurer shall have the custody of the funds of the Association; pay all bills and vouchers which shall have been approved by the President; make a report to the Executive Committee, quarterly, or when required; and shall, if required, furnish a surety bond, the expense of which shall be borne by the Association.

Sec. 5. The Executive Committee shall have general charge and control of the funds of the Association, its expenditures and property; shall fix the time and place of the annual meetings; arrange the programmes, entertainments and other business details thereof. The Committee shall not incur indebtedness, or authorize expenditures in excess of the available funds of the Association. They shall prepare and publish a report of each annual meeting, and furnish it to all members. Four members shall constitute a quorum at any meeting.

ARTICLE VII.

Meetings.

Section 1. The first meeting of the members of the Association shall be called by the Committee on Organization, and held at such a time and place as shall be designated, and notice thereof given by the temporary Secretary. Thereafter, there shall be an annual meeting of the Association in the month of at such date and place as shall be named by the Executive Committee, and ample notice thereof shall be given by publication in the Employees' Magazine, and in such other manner as the Executive Committee shall direct. Twenty-five members shall constitute a quorum for the transaction of any business.

Sec. 2. The Executive Committee shall hold monthly meetings on call of the President.

Special meetings may be called by the President, or by any two members of the Committee.

ARTICLE VIII.
Dues.

The membership fee shall be One Dollar upon admission. The annual dues shall be One Dollar per year, payable at the time of admission, for the current year, and in the month of January in each year thereafter. Non-payment at the time of any annual meeting shall terminate membership.

ARTICLE IX.
Seal and Badges.

The Executive Committee shall procure a seal, and may also provide a suitable badge, card or insignia of membership.

ARTICLE X.

Expulsion of Members and Officers.

Any member or officer of the Association may be expelled or removed for sufficient cause by a vote of not less than two-thirds of the members present at any annual meeting of the Association, providing such expulsion or removal shall have first been recommended by a majority vote of the Executive Committee.

ARTICLE XI.
Order of Business.

At meetings of the Association, the order of business shall be as follows:

1. Call to order.
2. Reading minutes of previous meeting.
3. Report of Treasurer.
4. Reports of Committees.
5. Unfinished business.
6. New business.
7. Programme or other entertainment.
8. Adjournment.

ARTICLE XII.

Amendments.

This Constitution, or any Article thereof, may be amended at any regular meeting of the Association by a three-fourths vote of the members present and voting at such meeting.

From Our London Agency

Interesting is the following letter from J. Jackson & Sons, the Milwaukee's European agents, located in Charing Cross, London, and Chapel and James streets, Liverpool. The letter is sent to the Magazine from district passenger agent, C. H. Miles of San Francisco, to whom it was addressed.

LONDON, July 23, 1915.

Dear Sir:

You will no doubt be pleased to know that the Auto Flash window illumination we have had made for the back of No. 8 Charing Cross window has turned out quite successful.

We hope to send you a photograph of the fitting in the course of a few days.

The upper part of the fitting consists of a map of the United States showing the company's lines thereon, together with connecting lines in the journey from the Eastern Seaboard to the Pacific Coast, and the whole lights up in sections. At the same time colored views which we have arranged in the order of travel also light up in sections, and the whole remains lighted for a period, going out again for a few seconds and relighting in the same manner.

The Grand Trunk European representative, who has just been in, gives it as his opinion that this advertising is worth thousands of dollars of newspaper advertising.

The Canadian Government agent, whose emigration offices are two doors away from this corner, informs us that some time ago it

The Ideal Wet Weather Shoe

Mayer Dry-Sox Shoes will keep your feet dry and warm and protect you against rain, snow and slush. They are comfortable, stylish and are remarkably long wearing.

Mayer **Dry-Sox Shoes** HONOR-BILT

Built on different lines from other shoes. Their construction makes them as waterproof as a leather shoe can be made.

1. Full Kid Lined.
2. Oak tanned Counter.
3. Bellows Tongue.
4. Oak tanned Insole.
5. Full Leather Vamp.
6. Rubber Welt sewed in with the Leather Welt - keeps out all dampness.
7. Oak tanned Out-sole.
8. Inside Cork lining.
9. Animal Parchment (Pig's Bladder.)
10. Inside Kid lining.
11. Animal Parchment (Pig's Bladder.)
12. Best Quality of Upper Leather.
13. Extra Strong Steel Shank.
14. Spring Step Red Plug Rubber Heel.
15. Oak tanned Heel.

WARNING Look for the name Dry-Sox and Mayer trademark stamped in the sole.

We also make Mayer Honorbilt Shoes for men, women and children, Honorbilt Cushion Shoes and the genuine Martha Washington Comfort Shoes. If your dealer cannot supply you write us direct.

F. MAYER BOOT & SHOE CO. MILWAUKEE WISCONSIN



was officially computed that the number of vehicles passing in a day was about seventy-nine thousand, and passersby on foot and in vehicles (including repassing) amounted to about *eight hundred and seventy-six thousand daily*. It was also ascertained that some eight to nine thousand persons stopped to look in their windows.

We are pleased to say that our premises are much more prominent than those just named."

It would appear that old London is still about its business and the people at least "look at the pictures," in spite of the fact that so much of the flower of its manhood is at the front and in the trenches.

Office of General Supervisor of Transportation.

Chicago, Nov. 24, 1915.

ATTENTION COMPANY AGENTS! HERE IS SOMETHING NEW IN THE WAY OF CARE AND SHIPMENT OF EGGS THAT WILL SAVE MONEY FOR THE COMPANY. PLEASE CONFER WITH EGG SHIPPERS AND GET THEM TO MAKE USE OF THE SUGGESTIONS:

Suggestions offered by Mr. M. S. Hartman, traffic manager of the Fairmont, Minn., Creamery, for preparing and stowing shipments of EGGS IN CAR LOADS in order to ELIMINATE CLAIMS FOR ALLEGED LOSS AND DAMAGE TO SAME due to freezing in transit:

First—The selection and preparing of the car.
Second—The placing of a liberal supply of HAY, STRAW, etc., about the shipment.

Eggs to be taken from storage (if they are in storage) and tempered to about 10 degrees above freezing: That is, take eggs out of a 31 or 32 temperature and temper them up to about 40 or 42 degrees by leaving them to stand outside in a room of about that temperature.

Third—Warm up the car and keep it warm all the time the eggs are being loaded if the outside temperature is below freezing, so that without anything in the car or any insulation, if the car were merely closed, it would probably run 24 hours without reaching a freezing temperature inside. This has the effect of further warming up the eggs on the exterior, and the dead air space about the goods. This care taken in the packing of the eggs, warming the car and preparation of the car has resulted in our being able to forward our goods during almost any season of the year to any point in the United States or Canada, without having them become frozen. Shipping several hundred cars each year, 200 or 300 cars going forward during the winter, we generally come out with but one or two shipments frozen, and those shipments are shipments where they have been transferred by the carriers and protection removed.

Fourth—We do not use ice for the reason that ice would chill the eggs and the car, as long as there was any heat in them. That is, as long as they were warmer than the ice, and the dead air spaces in the ice boxes when there is no heat in the ice, is just as valuable as a load of ice there. The use of ice for protection against freezing, is an old and exploded theory, which was followed by some people for a number of years, but none of the larger shippers are using ice to keep shipments from being frozen in transit.

Fifth—We want to caution the people to preserve the dead air space in the end of the car by papering or closing both the top and bottom openings of the vents to the ice boxes to prevent a circulation, which like the circulation that results from a fan, tends to cool the shipments.

Yours very truly,

G. E. SIMPSON, GST.

Resignation of Mr. Caton.

Mr. Michael Caton, chief carpenter of the I. & M. Division at Austin, Minn., has been in ill health for some time and found it necessary to resign his position October 27th. Mr. Caton entered the Company's service in 1882 as a car shop carpenter and a few years later took a position as bridge and building carpenter under Mr. H. Forberg, being located at Mason City, Iowa. He served the Company faithfully and efficiently as carpenter and carpenter foreman until June, 1903, when he was appointed to the position of chief carpenter at Austin, Minn. We regret that his physical condition makes it necessary for him to resign his position.

He is succeeded by Mr. A. A. Kurzejka and the office has been moved to Minneapolis.

The Maintenance of Way Master Painters' Association held its annual convention at St. Louis during October and Mr. Fred C. Rieboldt, general painter foreman of the Middle District, was elected president for the coming year. Mr. Rieboldt entered the service of the Milwaukee road in 1884.

That Elk Me(e)t.

Cedar Falls, Wash., Dec. 15, 1915.

To the readers of the Magazine:

Although I have not been writing regularly for the pages of the Magazine, it appears that I must defend myself against the charge of being in jail, which appeared in the December issue of this Magazine.

This statement came very near being the truth, although I was not actually jailed, the day was used up for that purpose and the charge was that I had an Elk MEET on or about the 12th day of April, 1915.

In reading the warrant issued for me I did not notice the word meat was spelled M-E-E-T, instead of meat and I was taken to Seattle by a deputy, who had been on other business to Cedar Lake the day before that he had received payment for, but nevertheless in my case he insisted that he receive pay for hauling me in, 140 miles at ten cents per mile, ferry fare over Lake Washington twice and our meals at Kirkland. I asked him to go into Seattle over the Milwaukee and to ship his auto in by freight, but he figured that he would get more money by going the other route, and he did.

On my arrival in the court room I presented my card to the judge, who smiled and appeared neutral, but when I appeared for trial I learned that he was a member of the Elks lodge, so you see that being charged with an Elk MEET instead of having Elk meat and with a B. P. O. E. charm on the judge and an Elk's head pinned on the prosecuting attorney, and as it did happen at the time of the high water at Cedar Falls and me on the train that did meet the Elk, I could not plead not guilty to that charge, however, the judge postponed the case for thirty days to give the prosecution time to amend the complaint and make it read M-E-A-T.

Owing to the way the 600 pounds of Elk meat was distributed throughout the county, and having the piece that was sent to me taken by some of the boys and again distributed, with all hotels and restaurants closed on account of high water, no man could swear that he did not get some of the elk in his hash. But owing to a dear friend I have in the White building, Mr. Barkwell, I was informed that the penalty in such a case was \$1000.00 fine, or one year in jail or both, and I expected that as I was a railroad employee, considering the law against the railroads, to get both, so I employed a lawyer to help Mr. Barkwell, and we demanded a trial by jury. Date was set for Dec. 16. Then our superintendent not thinking of this date set his monthly Safety First meeting for the same date, when this was discovered, both superintendent and general council

knowing that as a railroad man I would be found guilty either of meeting or eating the elk, advised me to settle the case out of court and save eighteen other boys that were to be brought to court for the same offense, so I met their representative, who informed me that if the costs were paid, which amounted to \$20.50, \$18.60 for hauling me to town and a charge of \$2 that they did not know what for, I would be let off and the slate wiped clean for all the others concerned. I made the trip down to Seattle the next day and settled the bill, so dear readers I am out again, and if any more elk are ever killed on this railroad, there will be a coroner called to hold an inquest.

But for Mr. Richards setting his important Safety First meeting which every one knows must not be delayed, for the same date, I should still be at war with the state of Washington about that elk. While I made friends with citizens of North Bend, by keeping them out of jail, I lost all my friends in the farming district, as they were depending on me to establish the ownership of the elk so that they could get damages for their last two crops that were destroyed by these elk.

Last week Judge Frost, the owner of the Cedar Lake logging road was asked to move three cow elk from Cedar Falls to the head of Cedar Lake on his train and he declined to do so until he is given something to show that he will not be charged with having elk meat in his possession.

I offered him my receipt paid in full, he read it and said that he knew the man that signed it and that it was no good, but any how I am out of jail, thanks to my many friends and learned council.

Our G.Y.M.

R. O. Michael is a busy man,
He is always on the go,
He is doing everything he can
To make a decent show.

He is the G. Y. M. of Manilla Yard,
And keeps the work up fine;
You'll always find him working hard
To keep everything in line.

From early morn till close of day
You will see him everywhere,
Moving trains without delay,
Treating all men on the square.

He thinks every railroad man
Should always have a care,
And for "Safety First" to always plan
No matter when or where.

Do not think he'd "grouch around"
Because he works so hard;
A more jolly man cannot be found
Around this railroad yard.

When off of duty, for the day
He never loafs around;
But homeward he will take his way
Where he always can be found.
G. L. R.

Grandma Pays the Bill.

Before the busy merchant
Stood pretty little Bess.
"I want some cloff for Dollie,
Enough to make a dweess."

"What color, little lady?"
The pleasant dealer said.
"Why, don't you know?" she answered—
"I want it awful red."

He smiled and cut the fabric,
For the delighted Miss.
"What does it cost?" she questioned.
He answered, "Just one kiss."

And then the clerks who heard her,
Went roaring up and down.
"My dran-ma said she'd pay you
Next time she comes up town."
—H. E. Hills.



Look for the Watch with the Purple Ribbon

When a man's job depends upon his watch he must be sure

No leeway or guess-work is allowed—his watch must be on-the-dot. That's why so many Railroad men carry South Bend Studebaker Railroad watches—they give that kind of accuracy. They are built with the precision that assures accurate time not only for a week or a month, but for a life-time.

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FROZEN IN ICE
KEEPS PERFECT TIME



Special Commendation

Brakeman A. W. Tate, Malden, Wash., has received a letter of commendation for strict attention to duty. When flagging ahead of his train on account of an automatic block signal at Omega being against them, he found a broken rail two miles distant from the signal. The night was dark, and on account of the distance of the broken rail from the signal it might readily have been overlooked.

Section Foreman A. Bertelson has received a letter of commendation from Roadmaster J. D. Boland for his attention to the interests of the company, even while not on duty. Mr. Bertelson was returning to Parker, S. D., from a visit with his brother on Thanksgiving day at Spencer, Iowa, and while on the train near Everly, thought he detected a sound as if the wheels had struck a broken rail. He notified Roadmaster Boland, and the section foreman at Everly soon found a bad break. The damage was repaired ahead of No. 8, and a serious wreck was thereby averted.

T. F. Hyson and Val Provat, section men at Doylestown, while walking down the track one Sunday morning recently, on a hunting trip, discovered a broken rail. They at once abandoned their pleasure excursion. Mr. Provat remaining on the track to flag all trains while Hyson hurried back to Doylestown to notify the section foreman. The rail was replaced without delay and no damage resulted therefrom. Such action is real co-operation with the company, on the part of its employes and is highly appreciated.

R. & S. W. Division Brakeman H. Artlip on November 19 found and promptly reported a broken rail on main line near Beloit. It was quickly replaced and no serious delays or damage was occasioned.

On December 10 Conductor Geo. Stauffer, R. & S. W. Division, found and reported a broken rail in Beloit yard. It was promptly replaced. Conductor Stauffer is entitled to special commendation for his attention to duty.

A. J. Nix, crossing flagman at Columbus, Wis., is entitled to special commendation for his watchfulness and discovery of broken spring hanger on S. R. L. car 7253 as No. 72 was passing. He called the conductor's attention, and the damage was repaired before it caused more serious trouble.

Yardmaster A. G. Keith and Yard Helpers Joe Anderson and W. Tussing, Clinton, Iowa, have received letters of commendation for their quick action in capturing a thief who was attempting to escape with some merchandise stolen out of a car standing in the yard. The property was recovered and the thief was punished. This demonstrates loyalty and attention to the company's interests on the part of the yardmaster and helpers and is much appreciated. Credit has been placed on the records of each one of the above named employes.

The following letter from Superintendent Marshall refers to the quick action taken to get the express car that was brought into Marion in flames, on the morning of December 2, when the express messengers both narrowly escaped being fatally burned:

E. W. Crain, yard foreman,
A. Montgomery, yard switchman,
O. A. Pierce, yard switchman,
H. R. Beall, engineer,
Roy Fields, fireman.

Gentlemen:

I was much pleased to receive report of the prompt action on your part on the morning of December 2, in coupling onto the burning Erie express car No. 133 from train No. 17, and putting the car where it did not block the main line, which saved a bad delay to train No. 17.

The prompt action on the part of each of you was very gratifying, and is worthy of commendation. I have given instructions that each of you be given a credit on the records.

Yours truly,
(Signed) C. H. MARSHALL,
Superintendent.

M. Kirby, conductor, and Wm. Drechlin, engineer, Chicago Terminals, have received letters of commendation for a record run made by them on December 12 with N. P. refrigerator car for delivery to Wabash R. R. at Polk Street Depot. They left Western avenue at 3:46 p. m., arrived at Polk street at 4:10 p. m. and were back at Western avenue at 4:35 p. m. The run was made through one of the most congested districts of the city and on foreign line rails, and all things considered, it was creditable and worthy of special mention.

Section Laborer Carl Jorgenson, Bixby, Minn., has been given a credit mark for his prompt action in attempting to stop extra West at Bixby on November 20, when he discovered a broken journal in the train. Mr. Jorgenson's action indicated that he is watchful of all passing trains, and was certainly very commendable.

Conductor T. W. Ulin has received a credit and special commendation for watchfulness in discovering a broken rail about three miles east of Washington, Iowa, on the night of November 29, as train was passing over it.

Conductor Thos. Costello, C. & C. B. Ia. Div., was given a letter of commendation and credit in the roster for the close attention to routing of cars in his train at a time when the call for grain cars in the Northwest were so heavy. He called attention of the dispatcher to cars which were fit for grain, which through oversight had been billed East empty, and had the cars set out for return to the points where they were most needed.

Conductor E. R. Hickey of the C. & C. B. Ia. Middle Div. was given credit and a letter of commendation for the discovery and reporting of a switch lock missing from a main line transfer switch at Slater.

Baggage man F. A. Varner, who is on one of the runs from Chicago to Omaha, was given credit in the roster and a letter of commendation for his prompt action in stopping No. 10 near Atkins on the morning of November 6 when he discovered the brake beam down on the tank of engine 6105.

A. K. Fullerton, agent at Bagley, was given credit in the roster and a letter of commendation for the discovery of hot box on train second 70 which passed his station the night of November 8. When the train was stopped at Herndon, the next station, and an examination made of the car, the box was in such shape that the car had to be set out, and no doubt would have caused serious trouble had the discovery not been made when it was. Mr. Fullerton was off duty at the time this train passed his station, but happened to be at the depot.

P. R. Sarahan of the automatic signal department found a broken rail a mile east of Elberon the night of November 13, and flagged No. 19, the Pacific Limited, to advise them of the danger. He was given credit on his record for same.

Operator A. A. Hottle of Slater discovered an equalizer dragging under an oil tank in train 64, November 15. He reported the same and had the car repaired at Huxley. Mr. Hottle was given credit in the roster and a letter of commendation.

A Bouquet.

D. B. Cornell, who formerly "shot" wire trouble in the capacity of lineman on the S.

M. Division but now holding down the daylight operator's position at Albert Lea, is in receipt of a letter from Superintendent Atkins for his interest in the welfare of the company, for making repairs on wires 81 and 84 on November 11 and 13.—"One T.P."

One of our River Division roadmasters acted the Good Samaritan on December 10 when a lady on train No. 30 lost her fur collar through the window. She was much excited over her loss, but Mr. Wagner soon found the lost article and it was restored to the owner without delay. "That's some co-operation, sure."—H. J. B.

S. C. & D. Division conductor, T. W. Weed, recently received the following card, which he sends to the Magazine, as "a good little boost" for us:

Dear Sir: I recently traveled from Centralia, Wash., to Sioux City on the Columbian train of the Milwaukee Railroad. It was a delightful trip and was made a pleasant memory for the rest of my life by reason of the courtesy and attention of the employes of the road who seem to have declared themselves partners in the business. The Milwaukee is a corporation with a soul. The tourist sleeper service is beyond criticism.

Yours truly
(Signed) A. D. SCOUGAL.

Though day by day, as it closes,
Doth darker and colder grow,
The roots of the bright red roses
Will keep alive in the snow.

—Alice Cary.

Card of Thanks.

I desire in this way to thank all those who so kindly contributed to my relief during my recent illness in the hospital at Elgin.

C. H. KUNTZ,
Operator and Clerk, Elgin, Ill.

Tacoma Items.

Rumor has it that one of our most prominent and best looking employes is going to leave Tacoma, after the first of the year. We have been unable to ascertain just whether it is on account of prohibition, or on account of the approaching "Leap Year." We refuse to give the party's name, but his initials are—Ray Grummel.

It would take up too much time and space to report the names of all those who had the grippe last month, so we will mention the most prominent ones—Joe Smith had it.

Say, Herby, were you trying to get us "in bad with Dad" on that "letter" you sent us for publication? We read between the lines, and distinctly saw your name there.

For the past twelve months, the Y. M. C. A. of Tacoma has been holding meetings during noon hour in the Machine Shop on Friday of each week. The program consists of music, singing and a short talk. This is quite a treat for the boys, and one that is enjoyed by very few Shop Men throughout the country. Recently the "Y" secured the services of Mrs. West, quite a noted singer, and now the boys can hardly wait until Friday comes around. It has been stated that a few of the boys go to church more regularly now, but we are inclined to believe that it is more to hear Mrs. West sing than to hear the sermon.

Be it as it may Pat Tanzy of the Machine Shop raffled off a goose on Thanksgiving day, selling chances to all the boys at 10c per, and keeping one number for himself. When the big drawing came off, they shook the numbers up well, and then in plain sight of all, Pat drew his own number (No. 22) from the box, shouldered his own goose and walked home with it. After Thanksgiving, Pat was around trying to raffle off the feathers for a sofa cushion, but the only chances he sold were to himself.



SAVE
 $\frac{1}{2}$ To $\frac{3}{4}$

On Any Typewriter

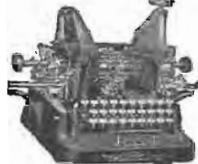
Your pick of any make—visible or non-visible writers—Underwoods, L. C. Smiths, Remingtons, Oliviers, Smith-Premiers—every make. $\frac{1}{4}$ to $\frac{1}{2}$ manufacturers' price! All machines **GUARANTEED** in first-class condition. None damaged or shop-worn. Rent any machine at low rental charge. Then—you can apply rental payments on low purchase price. Or buy for cash, C. O. D., or on installments without interest. Money returned if you are not perfectly satisfied. Dun's, Bradstreet's or any bank in Chicago will assure you that we stand back of every machine we sell—every statement we make.



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TYPEWRITER EMPORIUM

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34-36 W. LAKE STREET :: :: CHICAGO, ILL.

On The Steel Trail

News and Notes from Dot and Dash Gathered on the Sour Mash.

T. P. H.

No offense meant, but that is our "nick name" and we have to go by it once in a while.

A few of my steady reporters came across for this month's issue, namely A. W. T. at Albert Lea and A. J. K. at Wykoff.

Thanks for your assistance and hope others will follow your illustrious example and shoot in a few "hot dogs" to the catcher.

A. W. T. says he has been in the grip of the grippe and that accounts for the scarcity of his offerings.

Every little helps you know.

Suggesting that at Albert Lea made good with his "hand" returning with a fine buck weighing 120 pounds and a "Smile that Taft wore when he set go at the Presidential helm."

Speaking of physical culture, Cashier Edwards, at Albert Lea, is in a position to give lessons on the real thing or reel thing, but Charlie Shepard at Bridge Switch, claims that with 75 trains per day on the bridge he gets all the leg work he needs running 300 feet to throw the switch and humbly implores the powers that be to put in a lever so the obstreperous switch can be thrown without emigrating away from the warm fireside. Second the motion Charlie, we long to wait for an "On at GS" while the operator does the six hundred yard run.

Editor May of the Albert Lea Tribune wishes to convey "One T. P." for making the statement that "Albert Lea is growing."

Sory that we made a little fuss. So now we want the little fuss. With the coming of a youthful Besser "Albert Lea grows every hour."

H. J. B. at North La Crosse off for a few days with the epidemic, the fashionable epidemic going the rounds in our fair village. Thus far we have escaped from its clutches. If perchance we should fall into the hands of this fell disease and The Magazine should be forced to chronicle our "veneer" wonder if the fair Jeopline at the funeral would be seen.

H. J. B. says a man traveled through North Town the other day with the whole "Dunn" family. Why don't you tell about Nos. 49 and 51 Bert, the whole "Dunn" family comes in on the engine.

To wit, August, the engineer and Glad, the son, who spades the black diamonds.

Do you know Conductor Dibble, About a hot box he did handle. Seven times around the train he went All because he "winked" a screw.

Now he feels somewhat more humble For at last he took a tumble That the "warm one" which he found not Was his "wrenchman" running hot.

We read the Christmas "Carroll" about the C. & M. Division, but we have troubles of our own. Seventy-five trains a day across the big creek and of course it is single track and the big jokers don't move very rapidly when the thermometer hits the sub-zero trail. If they can't make it in one "yump" they "yump twice."

Operator Lane at Houston, had the misfortune to drop a piece of "impedimenta," better known as baggage on one of two of his digits on the pedal side, but we are in hopes that nothing serious will result.

G. E. Turner from Fulda made a trip through La Crosse, but I was in the "hay" and saw him not. Come again, George.

We mentioned that they aren't making a Bridge Switch any more. That is not so but I understand that "they" and "we" don't need any switch after changing over to bridge of every while now of that time point in order to make transfer.

"They" are using the pines in the upper interlocking office and as far as business and as much of a job after as ever. That don't to be good for you just a month or two.

Operator Lane from the "Cable Bridge" West T. P. is second at North La while the rest are waiting.

Third Operator Campbell at Hanson, off for a couple of weeks, goes to get that money for "Eason" to use it.

We note Conductor E. Smith, was having the same party as we had a party wedding; they are all in the same way any one at all.

News is scarce and soon dry.

This small basket just for you.

Merry Christmas to all and
Happy New Year to all.

North La Crosse News.

H. J. Besser.

E. A. Noble has accepted the position of assistant freight agent at North La Crosse, Wis.

Telegrapher G. H. Shaffer of the Electric Division has returned after a visit with friends here.

Operator W. M. Wilcox of New Haven was us a pleasant call recently.

A. Young, master mechanic, transferred his portable business here recently with Mr. Stone and Taylor.

City Ticket Agent F. R. Harwood has departed for a visit at Seattle, Wash.

The Grand Old Man of La Crosse, Wis., Captain I. H. Moulton, is in St. Francis Hospital suffering with a fractured hip, due to a fall in his house recently. Mr. Moulton is in his 85th year.

C. & C. B. Ia. East Division.

J. T. Raymond.

Conductors W. L. Hyde and I. Morgan were in St. Paul several days the latter part of November attending a law suit.

The beautiful residence of Conductor Tom Dignan at Marion, occupied by Conductor Tom Higgins and family, was badly damaged by fire and water on a recent Sunday forenoon. That the house was not an entire loss was due to the heroic work of Mr. Higgins' son Frank.

Operator W. H. Campbell of Oxford Junction, made a brief visit to Chicago.

Engineer Geo. Shaffer's health has improved sufficiently so that he is able to visit with his son at Davenport. He does not expect to resume work for several weeks. Engineer Harry Stevens is on No. 3 and 12 while Mr. Shaffer is away.

Engineer Davy Gordon has gone to Texas for an extended visit with relatives.

Operator Don Fox of Delmar Junction was on the sick list for several days. Operator Snyder relieving.

Agent F. G. Zeiser of Brown, visited his parents near Bernard, several days.

Conductor S. G. Lund is en route to California and will be there for some time.

Mrs. Geo. Barnoske, wife of Conductor Barnoske, who has been confined in St. Luke's Hospital in Cedar Rapids, is reported improving rapidly.

Conductor E. J. Stone is en route to work after a severe illness at Wykoff.

Chief Dispatcher L. A. Turner was away for several days, spending a day or two in Chicago, accompanied by Mrs. Turner.

Leon Layton of Superintendent Marshall's office was on the sick list for several days.

Dispatcher J. W. Held was off on a week's vacation, visiting relatives in Milwaukee.

Conductor Chas. N. Dow is away on a 30 days' leave of absence, Conductor F. H. Williams relieving.

Operator H. E. Ramsey, Jr., is relieving W. T. Bright, agent at Elwood.

A. J. Campbell first trick operator at the Marion Yard, is laying off, looking after the interests of his train telephone. L. S. Dove, third trick operator, is relieving Mr. Campbell, and E. Mullaley is now on third trick.

Switchman Geo. Leaf and wife, were called to Chicago, Dec. 14, on account of the serious illness of Mrs. Leaf's sister.

Switchman E. A. Beeson and mother are visiting friends at Kansas City.

Switchman W. J. McGrew was off several days nursing a severe cold.

John Leming, the "youngest" switchman in Marion Yard, was a delegate to the State Fireman's Convention at Council Bluffs the early part of December.

Two of the extra record clerks in Marion Yard have been lost through marriage and the yardmaster is beginning to get suspicious of the two regular clerks, who show alarming symptoms of the same nature.

Louie Pazour, the famous chief clerk in the Marion Yard, and who is quite well known in some of the leading carnival companys, because of his wonderful ability in handling the various species of reptiles, has now developed from a snake charmer to a lion tamer. His photograph will appear in an early issue of the Magazine (maybe).

J. R. Brown, switchman, recently enjoyed a visit from his brother, Milo Brown, who is a resident of Idaho.

Notes From Marion Roundhouse.

The winter is with us sure, for Engineer Oliver Thompson and "Davy" Gordon, both have laid off. "Davy" going down South and Oliver going down East.

Engineer "Mike" Curran is pulling the fast mail between Cedar Rapids and Farley, while Engineer Gordon is in the South.

Engineer Bob Cessford is on the Calmar run, bucking the snow while Engineer Thompson is down East.

Roundhouse Foreman Yates, spent a day in Perry, with his family last month. He claims that Engineer Nichols bought him a cigar while he was in Perry. Some of us don't believe it.

Engineer Geo. Greene of the Monticello and Davenport run, sent the boys at Marion Roundhouse a box of good cigars on Thanksgiving day.

John O'Neill of Milwaukee stopped over with us a couple of days.

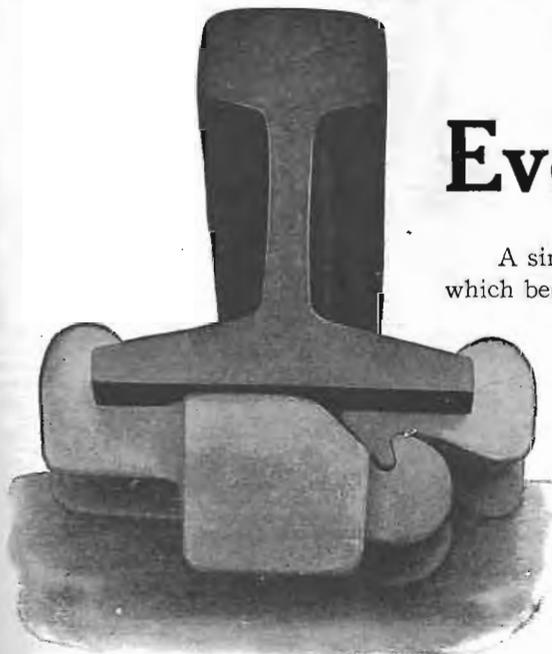
Fireman Ray Maynard took a short trip to Minneapolis by the way of Chicago, taking in the sights.

Lloyd Stobough and Herbert Price, the call boys, took a trip to Chicago, looking the city over.

Boiler Inspector Ed Young, paid us a visit, giving us a little "dope" on the new laws which go into effect the first of the New Year. Otto Bensch, the village blacksmith, visited in Dubuque.

On Dec. 2, Erie Express car 133, on No. 17 caught on fire. Caused by an explosion, just east of Marion yards and the train was stopped and car was uncoupled from the train and from the engine. Engineer Beall and Fireman Roy Fields, with switch engine 1226 coupled into the car and placed it on a side track, and saved a bad delay to No. 17. Both have been given a credit mark to their records for their prompt action.

Machinist John Law will spend the holidays at Cherokee, Iowa.



P. & M. Rail Anti-Creepers

In Use Everywhere

A simple and efficient anti-creeper; which becomes more effective the longer it is in service; being made of malleable iron, it will last the life of the rail, and be capable of successful re-application.

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

Engineer Art Vaughn, visited a few days in Chicago.

The stock business on the Calmar branch is making things good again for the slow board for the extra engineers and firemen.

Machinist Geo. Enright will spend the holidays in Dubuque.

Machinist Helper Fred. Liddle, and Machinist Art Law, will spend Christmas in Ottumwa, visiting Fred's father. Fred says that all the "Liddles" will be there.

The question around the roundhouse is, who stole Tom Pullin's geese the day before Thanksgiving?

From numerous comments heard we are justified in saying that the December issue of the Magazine was very interesting and much enjoyed by all. The kind wishes and good will brought out from its pages added much to the good cheer of Christmas time.

Superintendent Marshall and Trainmaster Hoehn and families spent Christmas in Marion.

Conductors H. Higgins, Jack Dignan, John Briggie, Frank Pike and Charles Cornelius enjoyed Christmas vacations.

Verto Reichert spent Christmas in Waterloo and Leon Layton at West Union.

Kansas City Terminals.

A merry Christmas and a happy New Year to the Editor, and a prosperous New Year to the Magazine.

Harry Pauder and wife are visiting the home folks in Chambersburg, Ill.

Mrs. E. S. Cunningham is enjoying an extended trip through the South.

Mrs. John Sweeney and son David are visiting in Schenectady, N. Y.

Louis Christen has grown tired of the Kansas City Terminals and has returned to Ottumwa Junction for an easier berth.

Engineer J. N. Maybanks is again back at the throttle after spending several weeks in Chicago doing committee work for the brotherhood.

Clarence Lord is again on the extra list of freemen after a summer spent in Chicago.

One of our best switchmen, W. W. Goodrich, was killed in the Cobby yard, October 15th, and the sympathy of all is extended to his wife and two sons.

Operator V. T. Tracy, to avoid further trips to Kansas, made his last trip by marrying Miss Fannie Mullins of Herrington, Kans. Friday, November 15th. Their honeymoon was spent in Colorado, and they will be at home, 403 Kensington avenue, this city, after the 26th of November. The readers of the Magazine congratulate.

Mrs. J. G. Gurwell visited at Ottumwa and Chillicothe.

Mrs. W. H. Leahy is required to do the dead-heading to Seymour, where Mr. Leahy, conductor, lays over on Sundays, as he says he is getting too old to enjoy these trips home in Kansas City on Sundays as he formerly did years ago.

H. E. Dudley, overseer of the construction work on the new workhouse at the elevator, with the supervision of Mr. Barber, engineer, is making great progress. It will be the most up-to-date elevator in the city on its completion.

Operator P. A. ...

Operator ...

Operator ...

Switchman W. A. Morris is making a visit in Florida.

Robert Morrow and his son Horace of the car department spent Sunday showing and explaining the many points in Dan. Mr. Morrow has on exhibit and under real demonstration a new invention which will result in a larger reclamation of cooping lumber.

Our local chairman for the trainmen, Ben Dial, has been made general chairman in place of C. M. Dukes, who has been made assistant

in the general office. Switchman E. J. West is acting as local chairman.

Assistant Yardmaster Dowd has been off a few days, recuperating.

Switchman W. L. Leach has been off a week with lumbago and Foreman Kellogg two weeks with the same ailment.

Kansas City Division Items.

Miss Catherine Doran, superintendent's stenographer, is spending her vacation in Kewanee and other Illinois points.

Bernice Crawford, well known stenographer in the various railroad offices, is visiting at her home in Ottumwa.

Lorain Guenther, statistical clerk in superintendent's office, visited over Sunday in Sabula.

J. S. Williams and A. A. Floyd, passenger conductors, have returned to work after periods of illness.

Agent T. J. Delaney, Fairfax, has returned to work after a month's leave of absence.

Track Foreman C. J. Chapin is in charge of an extra gang picking up steel.

Millard Washburn of the Ottumwa Junction offices spent Sunday with his parents in Marceline, Mo.

A joint Safety First meeting of the Kansas City Division and Kansas City Terminals was held at the Commercial Association rooms in Ottumwa, Tuesday, November 30, with a good attendance both of committeemen and employes. In attendance were General Chairman Smullen of Chicago and Superintendent Richards of Kansas City Terminals. Supt. J. M. Oxley presided. Addresses were made by the above gentlemen as well as representatives of the Western Weighing Association Bureau.

Agent G. L. Hallaher, Sigourney, has returned to work after a two weeks' trip over the division in the interest of the O. R. T.

The bridge erecting crew is putting in an iron stand between Braymer and Cowgill. Foreman J. Cewe in charge.

Piledriver Foreman Jno. Couch has finished work and laid up for the winter season.

Conductor H. Steinbeck, Middle Division, wayfreight conductor, who was off on account of illness, has returned to work.

News of the Dubuque Shops.

S. A. Gobat.

Happy New Year to all from the boys on the Dubuque Division.

Our car report clerk, Alphonse Huelshoff and bride have returned from their wedding trip to the coast, stopping at Seattle, Tacoma and Portland, Oregon. The only misfortune on Al's wedding trip was to have his transportation lost, but he got back just the same. The smokes were fine, thanks.

Machinist George Wimmer has been transferred to the Savanna roundhouse.

Our pipe shop foreman, Louis Dempsey spent a few days visiting in Oelwein, Iowa.

Machine Shop Foreman F. H. Dersch, accompanied by his wife, spent a couple of weeks visiting their son at Pierre, S. D.

Conductor Charles Taylor of the Dubuque Division, who was off on account of illness, has returned to work.

Operator ...

Operator ...

Operator ...

Machinist ...

Operator ...

Operator ...

Car Foreman Wm. Brown at North McGregor spent a day with us recently.

Machinist Helper Fay Eastman paid his parents a visit at Maquoketa for a few days.

General Inspector M. Parkinson was a business caller here December 17 and 18.

Carpenter Steve Kenneally and wife spent a few days visiting relatives at Dyersville, Ia.

If any of Dave Laurys' friends think that Dave cannot skate, just come down to the rink some night. He will be there to show them.

The Milwaukee pay car, in charge of Paymaster G. G. Scott and G. G. Allen, general storekeeper, was here on November 29. This is the first time the pay car was here for a number of years, reminding some of the old-timers who received their checks from the car of days gone by.

Harry Vogel, clerk in the store department, has been seen coming to work here of late with one and two-pound boxes of chocolates under his arm, but as yet we have failed to receive any of the delicacies. There is a reason, I suppose.

Harold Kurt, roundhouse foreman's clerk, is authority for the remark that it is a whole lot easier to strike out in baseball than it is in bowling. Whatdoyoumean, "Watch your step?"

While our suspicions are aroused we cannot help but sympathize with our fellow clerk, Herbert Breitbart, who had the misfortune to ruin a good suit of clothes recently while descending West Third Street Hill. Due to slippery and slushy walks. That alibi "Up to a friend's house to a stag" goes a long way with us Breitie, old top.

Henry Widman, our chief car inspector in the employ of the Milwaukee for the past thirty years at Dubuque Shops, is one of the most popular employes at Dubuque Shops. His broad, jovial smile greets you morning, noon and night, and it is indeed a great pleasure to have this "little" man who has charge of inspecting all passenger and freight trains and who is always willing to lend a helping hand, in our midst. Henry is the father of Engineer "Sonny" Widman, running on "White Line" between Savana and North McGregor.

Whatnots From the Milwaukee Terminals.

Josephine Healy.

I hope Santa was good to our Editor and all the correspondents, and that the year 1916 started out for all of you a happy and prosperous one.

Our Christmas Magazine was full to overflowing of the holiday spirit, and I am sure every one will agree with me that our Editor succeeded in making it the best number of the past year.

Oh, by the way, what did you think of the picture of Sted on the front cover? The last time Sted and I were out skiing, I snapped him.

Agent E. F. Rummel and his office force, Chestnut Street District, wish to extend their thanks and appreciation through the Magazine to District Carpenter Henry Eggert and his assistants, Max and Otto Semanski, for their prompt and efficient work in putting the new Chestnut street office into condition. It goes without saying that any work Henry Eggert superintends will be done in A No. 1 shape.

Donald Smythe, one of Agent Miller's messengers, has been on the sick list for a few days.

The correspondent is in receipt of a postal card from "Peggy" Rohde, a former switchman, who is working at Buenos Aires, South America. He says Milwaukee has nothing on Buenos Aires, Argentina.

Switchman Henry Miller and wife are planning on going to Los Angeles; it is thought that a change of climate will restore Mrs. Miller's former good health.

Viola Luedcke of the upholstering department shops returned from a hunting trip to Bear Lake with a 130-pound deer. That's better than some of our yardmasters and switchmen did on their ventures.

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dard" Policy.

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"Cupid" Koch has again donned his sealskin cap and checkerboard mackinaw.

Conductor James Hanson is in line for a good sized beard, for winter's use.

On Tuesday, Dec. 14th, the boys of the Heavy Repair Department office force held a bowling party. It is reported that they are some bowlers.

Everyone made merry at the Yardmasters' Ball on Wednesday, Dec. 15th, at Ivanhoe Temple. Mr. and Mrs. Wilmer Orth, Random Lake, led the grand march. The hall was decorated in red and green, suggestive of the holidays; the music by Cull's orchestra was exceptionally good. Oh, yes, we had eats too, at just twelve midnight. I'm sure our mutual friend one T. P. would have enjoyed the dance; probably he would have gone home right after the eats, but we could excuse him for that.

Chief Caller P. E. Murry has returned to his desk at Muskego yard, having been working at the Union depot. He certainly looked well in his uniform.

La Crosse Division Engineer Bethke is reported as having purchased a brand new outfit of fishermen's oil skins. Can it be that Mr. Bethke is planning on going fishing at this season?

The B. of R. T. Lodge No. 863 held their annual dance at Ivanhoe Temple, Tuesday, Nov. 23d. The hall was beautifully decorated in holiday colors, and the music was grand; the attendance was estimated at about 250 couples.

Thos. J. Heaton is the proud father of a baby boy, and O. V. Anspach has a brand new baby girl.

The yardmasters were very much pleased to have Mr. W. B. Hinrichs, superintendent of terminals, and Mrs. Hinrichs attend their ball at Ivanhoe Temple Wednesday, December 15th.

Mrs. E. T. Kimball visited her parents at Madison for a few days this month.

Guy Sampson, our La Crosse Division correspondent, will have to buy Gerald E. a new rocking horse pretty soon, if he continues to feed him mush and milk.

I get you, V. B. R. that trip was both expensive and expensive.

Sted, you are some poet; I'm afraid Mrs. T. P. H. will be making a trip to Milwaukee pretty soon. However, I won't forget that Mrs. V. B. R. is a friend of mine.

Coast Division.

Engineer H. Leib from Three Forks and family, is spending the holidays with his brother, A. E. Leib, material clerk, superintendent's office.

Howard Taylor, stenographer for Agent Alleman, with his wife and baby spent the holidays in Bellingham.

J. McShane, our good natured yardmaster, has been confined to his bed for three weeks with pneumonia. Tom Devereaux acting in his absence.

C. L. Hilligoss while alighting from a street car on Thanksgiving Eve, was run over by an automobile, bruising him quite severely. "Hilly" after this we would advise you to change your "Holiday Beverage."

WANTED TO KNOW of Mr. Sam Greengard, chief clerk in Mr. Buck's office, if he thinks our telephone operator has not anything else to do, but to visit with him over the line. You know we all like to hear Rosa's voice as well as you.

It is the understanding around the building that Switchman Mider is going to purchase a new automobile. We really don't see why you want to keep it so quiet Ed. We all wish we had your system.

Brakeman J. D. Lytle has the sincere sympathy of all employes on Coast Division in the loss of his beloved wife. Remains were sent to Stevens Point, Wis., for burial.

We think brakeman R. B. Craig has joined the married ranks. We have no proof of this as yet, but surely he is not going to keep us in the dark much longer.

Our veteran conductor on Tacoma Eastern Railroad, Conductor A. A. Kirkpatrick took a layoff for several days recently. Conductor Beals taking his run.

Brakeman A. W. Mathews and wife are visiting at Kelso, Wash.

Conductor C. E. Hoffman and wife will spend the holidays at Mt. Vernon, Wash.

Conductor E. F. Pollock, formerly of the Tacoma Eastern Railroad, now with Port Angeles line, made us a few days visit this month. Can't see as he is losing any weight.

C. & M. Division Items.

B. J. Simen.

Conductor J. Cahill was off for a week during which time they celebrated their twenty-fifth wedding anniversary, thirty friends were present on this occasion at their home in Milwaukee.

Mrs. A. Kirby wife of Conductor Kirby and Mrs. R. A. Helton wife of operator Helton of Rondout, spent a week at Shelbyville, Illinois, visiting Mr. Helton's parents.

Mrs. George Yager of Chicago, wife of Flagman Yager visited for a few days at Libertyville with Mrs. Cleveland wife of Engineer F. G. Cleveland.

Roadmaster Burke's daughters Caroline and Francis spent Sunday Dec. 12th at Libertyville.

Mr. F. E. Allen, auditor of expenditure, with his wife attended an official banquet in Chicago Saturday night, Dec. 11th.

Engineer R. N. Scott was taken ill very suddenly on Dec. 18th, it is feared that he is coming down with pneumonia. It is just a year since he had a serious time with this fever, while he was visiting in California.

Conductor W. B. Carr and Chief Clerk G. W. Miller, of the superintendent's office, with their wives attended an organ recital at Medina Temple, Chicago, Sunday Dec. 7th.

Lampman Charles Whitney of Libertyville was off for a week on account of having a badly infected finger, he made several trips to Washington Blvd. Hospital for treatment.

Engineer E. J. Miller has resumed work after an illness of a few weeks, he lost about fifteen pounds in weight.

Section Foreman P. C. Sullivan of Gray's Lake is contemplating the purchase of a combination ice boat and aeroplane from some local amateur who has been experimenting in that vicinity. Pat wants the engine to install on his hand car. We might make the suggestion that he leaves the skids and planes on the machine, and should he find the wheeling bad he might be able to slide across the country and again should he unexpectedly meet some light freight rounding a curve it would be a fine thing to tip his propeller and fly over it.

In the early part of December Fireman Oscar Warner and wife were called to Belview, Minn., on account of the death of Mrs. Warner's brother.

Conductor Wybourn, Engineer A. Wepfer and Fireman Chapp on Dec. 23rd made a fine run with the Madison-Chicago Student Special. They left Madison at 1 p. m. via the Janesville line and due in Chicago at 4:45 p. m. with several delays enroute they reached Chicago on time.

Mrs. J. F. Guyton, wife of Operator Guyton of Bardwell is visiting relatives in Mississippi.

The two suspects held in the Morrison murder case, were found "not guilty" by a jury in Waukegan. Thomas Morrison was the company watchman at Rondout, who was killed on May 29th.

J. R. Alleman of Libertyville has a pen of fine white Wyandottes, at the Monroe, Wis., poultry show he took the following prizes: on eight entrees, 1st on pen, 1st on cock, 1st on hen, 2nd on hen, 1st on cockerel, 1st on pullet, 3rd on pullet, 4th on pullet, 5th on pullet. Five dollars in gold for the best display of White Wyandottes and a silver cup for the best cock, cockerel, hen and pullet in the show owned by one individual.

Calvin M. Reed, operator in the general offices, Chicago, accompanied by his wife spent a few days with relatives at Libertyville.

Trans Missouri Notes.

F. C. Williams.

H. A. Mosher and A. Walters from the relay offices are moved to despatchers office for temporary service on branches to help take care of the grain rush.

Mr. and Mrs. A. R. McCauley and daughter, have returned from a trip to Pennsylvania points, where they were visiting with relatives.

Operator Hill is relieving third trick Operator Kelley at McLaughlin. Kelley is on the sick list.

R. H. Laird after three months special work in Miles City Despatcher's office has returned to his regular job as first trick operator at Marmarth.

C. N. Vincent and T. M. Elde, operators at Marmarth are rejoicing over the arrival of baby girls at their homes recently.

W. C. Shuenaman has relieved R. H. Henry as agent at Rhame. Mr. Henry bid in the agency at Thunderhawk, S. D.

Brakemen Cross, Pullen, Field, Whitey Knott, Geo. Dutrow better known as "Gold Dust George," J. J. Long, known to everyone as "Society Long," and N. A. Quindlist have been set up to the rank of conductors.

C. A. Curtis, brakeman, formerly of this division is now working for the Northern Pacific, out of Glendive, Montana.

Conductor Dave Sheehan has taken a three month's leave of absence and is spending his time in New Orleans and Mobile.

The conductors' dance at Moberge not long ago was one of the most enjoyable social events ever held in this city, and a large crowd was there to enjoy every minute of it. You have got to hand it to the conductors they are sure royal entertainers.

Mrs. Ella Grange of Flandreau is visiting at the home of her son Conductor Ross Grange at Marmarth.

Mrs. Milligen and Mrs. Sandals, Conductor's wives at Moberge spent a few days last month visiting their parents at Panora, Ia.

Fireman Harry Prill is on the sick list during the past month and Car Inspector Harry Feeley was out of the game for a week also on account of sickness.

Car Repairer Albert Staff is the proud father of a baby girl which arrived on the 16th of December. All these new babies coming to town and cigars are as scare as the day after election.

Roundhouse Foreman Pfeffer of Marmarth went to Helena on Dec. 3rd and was initiated in Style De Luxe into the Order of Shriners. Everybody said he got his money's worth.

Mr. W. Morris has succeeded Special Officer Hartfield at Marmarth, the latter resigned to locate in Washington. We all miss Hawkshaw.

C. C. Clothier, a student in Gonzaga University at Spokane and E. E. Clothier, Jr., a fireman from Perry, Iowa, will spend the holidays with their parents, Mr. and Mrs. E. E. Clothier, chief carpenter at Moberge.

O. M. Bryan, chief clerk in Mr. Clothier's office resigned December 15th and will move to Montana. The change is for his wife's health.

A new stock yards at Thunderhawk has just been completed by E. & B. Foreman Berfeld, and it is expected that very good use will be made of it right from the start.

I almost forgot to tell about Bill Gerbing, switchman at McIntosh. He left the other day for Merrill, Wis. and when he returns he is going to get married. It's all right to get married Bill if you don't overlook the cigars.

A very sad accident occurred at Wakpala on November 29th in which Fireman George Kort lost his life. Kort was well known on this Division having worked here during the past



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seven years. He was thirty six years old and leaves a wife and five year old son. The funeral was held at the United Church and the deceased was laid to rest in the Moberidge Cemetery. The sympathy of all his friends are extended to the sorrowing widow and son.

Malden Roundhouse Notes.

H. R. Gates.

Boilermaker J. H. Gutridge has been at La Grande, Ore., for the past few weeks on account of sickness. He is now with us again and is feeling fine.

Engineer A. S. Nash and Fireman Wm. Plybon, who started a cigar store in Malden recently, are sure making good.

Engineer Harrington and Dispatcher Curran have both got bull pups now. They both claim they have the coming "white hope."

Ask Engineer Grant what his new nickname is. We would like to tell you, but dare not.

Mrs. A. M. Foreman, wife of Engine Dispatcher Foreman, spent a few days in Seattle recently.

Mrs. Jas. Howard, wife of Blacksmith Howard, was called to Milwaukee recently on account of the serious illness of her mother.

Mrs. Z. L. Hardinger and children spent a few days in Tacoma recently.

Fireman H. Krebs, who has been on one of the coast passenger runs during the past few months, is again with us.

The writer spent a few days in Tacoma recently visiting with his folks and taking in the sights.

Boilermaker Green and Engine Dispatcher Rader were down to Rock Lake a few days ago duck hunting. About all they got were wet feet. We hope you do better next time, as we are very fond of ducks around here.

Boilermaker A. H. Peters, who is just working here temporarily, is the father of a ten-pound baby boy, born on September 28.

Engineer K. P. Housman spent the Xmas holidays with his folks at Union Hall, Virginia.

Engineer G. W. Nelson has entered politics now. He is running for Mayor. Here's hoping that he makes good.

Engineer A. S. Nash is thinking of going on the Orpheum Circuit. He is getting quite a reputation around here as "Hink" the Malden comedian.

Firebuilder J. E. Wolfrom and wife, who were visiting in Montana, have returned.

Engineer C. M. Slightam has taken the motor car run between Seattle and Everett, having given up the passenger run between Plummer Junction and Marengo.

Engineer John Little is now on the "Jitney" until a regular man is assigned.

Boilermaker Thielan is getting to be quite a lady's man. We won't tell them about that one in Tacoma.

Engineer Lentz spent the holidays with his folks in Mayville, Wis.

Fireman Chas. Annes has been laying off for the past few days on account of his wife being sick.

Mrs. T. Rajeska, mother of Fireman Rajeska, was called to Seattle on account of the serious illness of her daughter.

Boilermaker J. H. Gutridge is the proud father of a nine-pound baby girl.

Engineer "Bill" Reinking has purchased a thoroughbred bull pup with a pedigree a mile long. Bill says he spends all of his legal hours of rest hunting up rubbers, shoes, rags and other things too numerous to mention, that this pedigreed pup carries away.

We recently had the chance to see the Olympian go through Malden on account of the wreck near Manito. This was the first real passenger train that has passed through here since the main line passenger trains started going through Spokane over a year ago. Everybody turned out to see the sight.

Jas. McGarvey, Jr., has taken Tom Cadzow's place as night call boy, who was transferred to the day job as call boy.

Engineer G. W. Nelson has been elected Mayor. Engineer X. E. Harrington and Engine Dispatcher A. M. Foreman were elected

Councilmen, and Pumper C. Whitworth was elected City Treasurer.

Extra—Engineer A. S. Nash wants to lay off for six months so that he can get the job as fire chief.

Traveling Engineer Frank Buchanan was a recent visitor at Malden.

Machinist Harry Strong, who was working in the place of Machinist J. T. Keech, has returned to Tacoma. We understand that there was considerable weeping and wailing in the telephone office here when Strong left.

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Ask Engineer Grant what his new nickname is. We would like to tell but dare not.

Engineer John Quinn, who was on trains Nos. 27 and 28 between Marengo and Plummer Junction, has given this run up and is now on the Spokane helper job. Engineer Chas. Slightam is now on this run.

Machinist P. H. Harding and wife spent a few days in Seattle recently.

Engineer P. Mickleson is now on the way-freight between Malden and Othello, having bumped Engineer G. W. Nelson.

George Gerger, brickman at Tacoma shops, was here recently instructing us in the brick-ing up of fire-boxes on all engines.

Chief Dispatcher H. L. Wiltout has been having all kinds of trouble with his furnace this fall. When he fired her up for the first time the other day, she nearly smoked out his whole family. After locating what he thought was the trouble he repaired it, and tried her again. This time the smoke all came out of the fire door into his face, and it took energetic use of a pulmotor to bring Lou back to the land of the living. He next tried reducing tonnage but still she bucked, so he got real mad and tore down the whole works, and says he will rebuild her from the ground up if it takes all winter. Stay with her, Lou, you have our sympathy.

Engineer P. Mickleson and Agent C. H. Thompson both attended the Safety First meeting in Superintendent Sawyer's office October 5. They both report having a very pleasant meeting.

Daily the telephone rings. High squeaky voice replies, "Will you have Jack Paris call No. — when he comes in?"

Engineer Lee Thorne is the proud father of a baby girl, born on September 20. Congratulations are extended.

Boilermaker Helper Carl Enroth has returned from a sixty days' leave of absence.

Fireman William Plybon wants to look out who he is talking to when he uses the telephone. We won't tell any one about it, "Bill."

Items From the I. & M. Division.

Katherine McShane.

T. E. Ward, fire inspector of Minneapolis, was in Austin on business last month. While he was here a fire drill was held in the shops and roundhouse and the men had all apparatus ready for work in 40 seconds after the alarm sounded. This shows great improvement, also a marked efficiency in handling matters of this kind.

The State Boiler Inspectors were here recently making inspections in Austin roundhouse.

Mrs. Richard Hinkley of Austin visited her mother in Adams last week.

Coal House Foreman J. G. Rogan spent Sunday with his mother at Deep Mine.

Chief Carpenter F. J. Ange of Wells was over to attend the Safety First meeting.

W. J. Thiele, L. T. Johnson, C. Lundmeyer of Minneapolis; O. Oleson of Northfield; H. H. Hanson of Owatonna, and Pat White of Fairbault, were among those who attended the Safety First and Proper Handling of Freight meeting in Austin, November 1.

Roadmaster D. Gorman of Moberidge, S. D., formerly yard foreman at Austin, called on

us on his way home from the roadmasters' convention at Milwaukee. We were all glad to see Mr. Gorman and hope he will make us a call again soon. He says Austin looks pretty good to him, but there is no place like the West.

M. Caton has resigned his position as chief carpenter on the I. & M. Division and A. A. Kurzejka has been appointed to take his place. Mr. Kurzejka was formerly in Mr. Rice's office in Minneapolis.

Yardmaster J. M. Plum is on the sick list and Dick Hinckley is taking his place in the Austin yard.

Switchman James Marvelet is back at work. Section Foreman V. Lorkoski at Owatonna, Minn., is taking a few months' vacation; Joe Lorkoski will take his place.

Mrs. A. M. Laurence of Austin spent Sunday with relatives at Waucoma, Iowa.

Mrs. M. McShane spent Sunday with relatives at Decorah.

Fireman Mitchell of Austin has left on an extended trip to the East. He expects to visit relatives at Niagara Falls, Pittston, Pa., and New York City. He will be gone about three weeks.

Chas. Prichard of the superintendent's office, Minneapolis, called on us between trains one day recently.

W. C. Duckett of Minneapolis was in Austin on business recently.

L. H. Grau, first trick operator at Austin, is back at work.

Roundhouse Call Boy Roy Vern Cullen has been having a few days' vacation, and Jerome Waters has been assuming duties as call boy.

Engineer Chas. Leighton, I. & M. Div., and wife were called to La Crosse on account of the death of Mrs. Leighton's brother.

Jack Ahern is back at work after attending the funeral of his father, the late J. Ahern of St. Paul, whose death occurred after a long illness. Mr. Ahern was formerly agent at Conover, Decorah and Calmar. Our sympathy is extended to the bereaved family, as this the

first break in their family, of which the youngest member is 21 years of age.

Mr. D. Z. "Dud" Robinson is wearing a broad smile: cause a brand new baby boy has arrived at his home. Congratulations, "Mr. Robinson."

The Deer Lodge Letter.

From "Sigh."

Another month has elapsed since the writer, with some misgivings, forwarded his little mite to the editor of the Magazine. That it was printed, together with the fact that it was really read is gratifying, and will no doubt act as a sort of stimulus on future occasions. Thanks.

This month we have been a bit dilatory with our items, due to the number of social events that have been claiming our time. Lack of space prevents describing them all, but the "pink tea" given by Messrs. Utterbeck and Brautigan in their bachelor apartments, the latter part of the month cannot be overlooked. As delightful hosts and entertainers of ability, these two "live wires" are in a class by themselves. Had the occasion taken place at Palm Beach, instead of Deer Lodge, society editors of the different metropolitan papers would of had to "go some" to do it justice.

If some "shacks" could see a railway signal as far as they can a petticoat, they would be in a class by themselves as railroad men.

Andrew Devine, efficient foreman of water service on the Missoula Division went deer hunting and thereby hangs a tale. After wandering about in the mountains all day without getting (or taking) a shot, he started for camp late in the afternoon. About five miles from the shanty he decided to take a smoke. A search of his pockets, however, failed to produce the necessary sack of tobacco and a moment's reflection brought to mind the fact that he had left it lying on the log, many miles back in the mountains, where he had disposed of his noon-day lunch. Pock-

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Our booklet *Savings Service*, furnished free, explains this plan, page 14.

THRIFT DEPARTMENT

Northwestern National Bank

411 Marquette Avenue, Minneapolis

eting his pipe, he started on his way homeward, the longing for a smoke becoming greater every minute. When about two miles from camp he happened to glance across the gulch and saw, what he took to be a pack train approaching. Visions of the smoke, now long delayed and the chance of borrowing a pipe of tobacco only one-quarter of a mile away, was not to be overlooked. Leaving his rifle and hunting axe lying in the middle of the trail, he wollowed across the gulch to intercept the pack outfit. Imagine his surprise and chagrin, when on rounding a large boulder, to discover his "pack train" to consist of nine big fat blacktails. What that Son of Erin said during the next few minutes, we will leave to the imagination of the reader.

It may sound paradoxical, but it's foolish to be sensible all the time.

The ringing of Christmas bells throughout the Middle District was intermingled to quite an extent by the sound of the wedding "ting-a-lings." Joining the Benedicts proved a rather strenuous ordeal for Fireman C. C. Ham. His marriage to Miss Lela Johnson took place in Missoula. Following the ceremony, the young couple started for the coast, where they intend spending their honeymoon. When the train reached Avery, a number of Mr. Ham's friends (?) boarded the train, seized the newlyweds and escorted the bride to the hotel, while the groom spent the next two hours locked up in the village jail, reflecting on the troubles of a married man and planning some method of revenge on his persecutors.

"Bill" Elberson had the matrimonial knot fastened without saying a word or giving us a bite of cake, for that reason we have a notion to rub it in with the editorial pen. On Saturday, the 3rd, in the city of Butte (Deer Lodge would not do on an occasion like this) he promised to cherish and protect Miss Gladys Cowan of this city for the remainder of this earthly life. The boilermakers did not let Bill off as easy as we did, still we wish him and his new helpmate a happy and prosperous voyage through life.

And last but not least, think of "Bill" Twohey, the handsomest passenger conductor on the Rocky Mountain Division, hiking off to Detroit, Mich., without saying a word to any of us, where he succeeded in inducing Miss Marie Gaffney to change her name to Mrs. Twohey. Evidently "Bill" likes Deer Lodge because he has fitted up a cozy bungalow on Fourth street and will make this place his home. If "Bill" makes as good a husband as he does a conductor, his home will certainly be a happy one.

Every so often one runs into a "gink" with a 22 short noodle, who imagines he belongs to the 30-30 class.

C. & C. B. (Iowa) Middle and West. *Ruby Eckman.*

Operator W. E. Rose, who has been holding first trick at Herndon, for some time, has been appointed agent at Dixon, A. H. Claussen from Van Horne, has taken Rose's place at Herndon.

Frank Giles, a former freight brakeman, and son of Engineer Ben Giles, was married the fore part of November, to Miss Helen Ward of Sioux City. The wedding was a quiet affair and was performed at the home of the bride's parents. The young couple will make their home on the Giles farm south of Perry.

Operator A. L. Sharpe was on the lay off list for several days on account of sickness.

For the benefit of the employees who contributed towards the fund for W. D. Westbury, through the chain letter which was in circulation some time ago it will probably be interesting to know, that had the chain not been broken the total amount received would have been \$1,727,569,766,581,359,058,612,245,432,266.30.

Lester Vogler of Dubuque, is a new recruit at the Perry roundhouse.

Machinist Apprentice Arthur Reuter, and Boilermaker Apprentice Wm. Sheets have been sent to Dubuque shops to complete their apprenticeships. Their places on the Perry force have been taken by John Gruetzmacher and

Arnold Matzenbuhler, who have been working in similar capacities in the Dubuque shops.

Harry Jones has returned from Milwaukee, where he went to take the examination for machinist apprentice. He passed successfully and will commence work some time soon.

Lead Boilermaker Otto Pohl, who was recently married, has gone to housekeeping in Riverview Heights in Perry. Otto says it seems pretty fine to put your feet under your own table.

Engineer Harry Julian and family are home from Kansas, where they visited for a couple of weeks with his parents.

Machinist Gus Vath of the Perry roundhouse force, was off duty the middle of November on account of sickness.

The C. B. Iowa Division has to report the birth of four boys during November, one to Conductor and Mrs. O. R. Taylor, one to Engineer Halsey Wasson and wife, the third to Fireman H. J. Kelley and wife, and the fourth to Machinist Harry DeLate and wife. Mrs. DeLate was at her home in Pocotello, Idaho, and as soon as Harry learned of the addition to his family it was necessary for him to go west to make the acquaintance of the lad.

Firemen Edwin Essasser and Orville Balsbaugh have gone to Emerson, Canada, to work on the Canadian Pacific for a few weeks during the slack business on this division.

Machinist John Eisle, the veteran machinist of the Perry force, was compelled to be off duty the fore part of November on account of sickness.

Fireman Lawson has resumed work on the road after a month's lay off on account of injuries.

Fireman Engle, who has been working out of Savannah, has transferred to the Middle and Western Division.

Engineer Thos. Penty has been making some extensive improvements on his residence property on Third street.

Mrs. Martha Leonard, mother of Engineer Lloyd Leonard, has returned home from a pleasant visit with relatives in Nebraska.

Miss Margaret Keenan, sister of Operator Keenan of the Perry yard force, has returned from a pleasant two months' trip to California. She was accompanied by Miss Alice McGuire, daughter of E. McGuire, chief carpenter at Marion.

Conductor O. E. Torrence, who has been doing extra passenger work at Marion the last few months, has returned to Perry and is again on his car on the Middle Division way freight.

Conductor A. C. Hann, who has the local run between Manilla and Perry, has been off duty some time on account of an injured foot. He is being relieved by Conductor N. E. Millard.

Brakeman Frank Peterson, who has been in worktrain service on the Western Division has returned to his home in Manistee, Mich., to spend a few weeks with his family.

Switchman W. A. Parson, who has been off duty a number of months on account of an injured arm has returned to work in the yard at Perry.

Engineer Earl Baker, has been off duty a number of weeks on account of sickness. He recently had an operation for appendicitis.

M. C. Jacobs, ticket clerk at the Perry passenger station, had a run of hard luck during the fore part of November. Mrs. Jacobs was in the hospital for a surgical operation, and while M. C. was riding his bicycle to the hospital to see her, the wheel slipped on the oily pavement, causing him to fall and injuring his back quite badly. He was also taken to the hospital and remained there for about ten days.

Brakeman Howard was on the lay off list for a while in November, on account of injuries received.

Engineer Halsey Wasson had the misfortune to trip as he was going down stairs, and fall in such a manner as to break his collar bone.

Engineer Edgar Fox and family are visiting with relatives and friends in Utica, New York. Fireman Owen Fox and wife are home from

a very pleasant trip through the west. They visited both expositions and report a very pleasant trip.

Engineer Joe Wanning, who was quite badly injured in an auto accident several weeks ago has recovered sufficiently to enable him to be out on the street, but it will be some time before he is able to resume work.

At the home of Harry Hansen on Nov. 15, the marriage of Miss Rachael Hansen and Jesse W. Moore was solemnized. Mr. Moore is employed on the night force at the Perry roundhouse. The young couple took a two weeks' trip to Missouri to visit with relatives.

Within a few weeks, the site of the old roundhouse at Perry will be cleared of all evidence of previous activity. The stone buildings which were vacated when the new roundhouse was built, were sold to a Boone construction firm, with the understanding that the buildings be removed within a given time.

There are many employees of the company, as well as citizens of Perry, who can recall when they looked with pride on those buildings when they were first erected. The original roundhouse contained eight stalls which were large enough for the small engines that are now used in worktrain service, but which at that time were the Moguls. The old roundhouse was started in 1881 and in the fall of 1882 the first eight stalls were built and the work continued until the sixteen stalls were completed. No more stalls were ever added to the house, but from time to time extensions were built on the front of the house as the engines were made larger. Mr. Towne, father of Conductor Pike's wife, had charge of the crew which built the first roundhouse in Perry, as he was then district carpenter. Engineer John Leaf ran the first engine into the old house and was given the honor of running the first engine in the new roundhouse which is now being used in the west part of the city.

Miss Mary Gregg, daughter of Conductor A. J. Gregg of the Western Division spent the

Christmas holidays with relatives in Fairbury, Neb.

On account of changes and reductions in the dispatching force in the Perry office, W. Jordan has been transferred to a position as train dispatcher at Wausau, Wis. He moved his family to the new home the latter part of December.

Engineer Fred Wagner and Miss Geneva McEacker of Mt. Carroll, Ill., were married Nov. 18, in Freeport. They will make their home in Perry, as the groom is working out of here now.

Fireman Edward Ryan and Miss Grace Stiner, a Perry girl were married in Perry on Dec. 2. They will make their home in this city.

L. L. Ostrander, who has been working as chief clerk to the roundhouse foreman at Perry for a number of years was given a promotion during November and transferred to the office of the general foreman at Sioux City. Emil Hunwardson, who was formerly stenographer in Perry, was made chief clerk and Miss Correll of Savanna takes the position of stenographer. Milwaukee engine men who have worked out of Perry are all glad to see the promotion merited by both Messrs. Ostrander and Hunwardson.

Mrs. J. E. Kent, wife of one of the oldest employees of the Milwaukee at Perry had the misfortune to fall and injure her arm on Nov. 29.

Emmett Peterson, the young brother of Conductor A. M. Peterson of the Western Division, died at the family home in Perry on Nov. 28, following an illness for several weeks.

The many friends of Eli Brotherson, who was one of the oldest employees of the Milwaukee at Perry, will be grieved to learn of his death, which occurred at the family home on Thanksgiving day. Interment took place in Perry.

The homes of two of the Milwaukee employees were brightened during November and

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ASK FOR

"THAT CIGAR IN THE BLUE TIN"

The U. S. Distributing Co.

103 South Canal St. Chicago



Inter-State Co. Items

News Agent Harry Dobrin, aged 29 years, died November 25th at the Mercy Hospital of Dubuque, Iowa. He was married last June. He leaves a wife and a great many friends who mourn his passing, and the sympathy of all the other employes of the Inter-State Company is extended to his wife.

Mr. L. C. Manley and wife now manage the News Stand at Madison, succeeding Miss Jane Kiernan, who has accepted the position as cashier in the restaurant in the Union Station at Chicago. We have heard quite a number of compliments regarding the way the stand is dressed up for Santa Claus.

We regret to hear of the death of the father of Mr. C. A. Haase, office agent at Milwaukee. The sympathy of all the employes is extended to him in his bereavement.

Miss Willkoom, in charge of the drug sundry stand at Minneapolis, has been confined to her home for the past few days on account of a severe cold. We have noticed a decided increase in the selling of Coca Cola since her return, which goes to prove she has made a number of friends in the Minneapolis station.

We have been wondering what occasions the perpetual smile carried around by Marie at the Minneapolis lunch room. Some of her friends have had the audacity to make a guess that one certain young gentleman connected with the train service is responsible for this smile. How about it, Marie?

It is rumored that Mr. Johnson, office agent at Minneapolis, is thinking seriously of trying out the plan to see if it is as possible for two to live as cheap as one. Get a little nerve Mr. Johnson, do not wait for leapyear.

Mr. Wm. Salt at the Minneapolis News Stand just returned from a hunting trip and reports that while in the northern woods, he shot a 300-pound deer.

Truly polite is always polite.

"Father," asked James one evening after supper. "Do the school teachers get paid?"

"Yes son, they do," replied his father.

"Well, that isn't right," said James. "Why should the teachers get paid when we children do all the work?"—*Exchange.*

None preaches better than the ant, and she says nothing.—*Franklin.*



Rocky Mountain Division Notes.

Geo. M. Hayden.

Engineer Carl Nafzinger left December 16 for Minnesota to spend the holidays with friends and relatives.

E. L. Lipshild and wife and babies left December 17 for Cincinnati, O., to spend the holidays with their parents.

Agent H. C. Rector left December 16 for Milwaukee accompanied by Mrs. Rector, who will remain in Milwaukee several weeks to undergo an operation.

The new motors on the R. M. Division have proven a wonderful revelation in railroading. Thank goodness there will be no more cleaning fires and pulling down water spouts after the allowance of motors for this division arrives.

Conductor Earl Wilson and wife left December 7 for Kansas City to spend the holidays with their parents.

Charley Rader back on days, Lennep helper, from his trip in Nevada, says he climbed all the mountains in the state and they all go straight up into the sky, but—he gained fifty pounds.

Dad Echard, nights, off a few trips relieved by Frederick the Great Dutch Schmidt. Pinkie Simms, firing nights, M. H. Roberts, days. Mr. and Mrs. Roberts are leaving for a trip East and expect to be gone several months.

New offices opened on the East End: Eustis two tricks, with Terry and Markson on the job. New men, both from 'Noth Carolina,' Cardinal, days, bid in by W. B. Bradley, W. H. Asbury bid in first Eustis and C. H. Harrold, now on first Summit, bid in second at Eustis.

Josephine, days, closed, Paris going to Maudlow for a day while Mr. Kay went out to get a deer, which he—well, all I know is what some one else told me, maybe he did get one. Paris later going to Sixteen.

Ringling, open day and night, J. H. Bradley, Elliott, and a new man on third, named Stogay.

Lombard, open 24 hours with Kearby, Monty and Campbell working. A. G. Ingalls, Selkirk, off on his homestead and another new man, Mr. Nash, working there. Francis Peacock, Lennep, second; Miss Flynn, third. Moyné, nights, closed. Nathan open.

Work trains Carlson and Bittner with work trains stringing trolley between Summit and Ringling. Lyons, Sixteen and Ringling; Kettle and Placey, Lombard east. Bunch of new engineers set up, haven't learned who they all are, but Oregon, Dollymeyer and Pendarvis all on East End work trains.

G. M. Hayden, first trick train dispatcher's office, smiles once more now his better half is back from Salt Lake. R. E. Joiner, on second, tells us they won't let him live inside the city limits in Three Forks, and Otto Linden, third, where the operators all sleep like they had been chloroformed (Mr. Joiner told us how to spell this word and while he had the dictionary handy also said it was a drug that rendered one insensible. There is a reason why the bells won't ring in the day time. Stringing feeder from Summit east, Utters camp No. 10, Montana power, moved from Summit to Lennep.

Sterling on work train between Two Dot and Martinsdale and Spayde working between Summit and Lennep.

Big Day at Savanna.

Chief Dispatcher Thurber gives a very interesting news item this month. On December 5 141 cars of stock were received at Savanna, 19 Kirbland stock, 11 Franklin Park stock, 3 Rochelle stock, 41 cars meat and 19 cars time freight, making a total of 436 cars for the division between the hours of 5:30 p. m. and 9:30 a. m. Nine trains were received after 7:30 p. m.

December by the arrival of fine baby boys. Dispatcher F. E. Jackson of the Perry office and Fireman Jack Snipe both welcomed sons into their homes.

A change of territory of the water supply men on the Western Division was made the fore part of December. C. C. Miller with headquarters at Perry was given the territory from Manning east and John Clinker with headquarters at Manilla has charge of the work from Manning to Council Bluffs.

Mrs. George Cox, wife of Middle Division brakeman, has been quite seriously ill for a number of weeks.

Items from R. & S. W. Division.
H. J. Beamish.

Conductor Myers was off the first of the month on account of the death of his aunt, at Dakotah. Hayes on the run.

Operator Ginaine of Elkhorn, spent Thanksgiving with his parents at Dover.

Foreman Nelson and crew repaired the bridges on Eagle branch last of November.

Signalman Hohenthaler of Beloit, was an Elkhorn visitor Nov. 24.

Agent Kuntz of Kansasville, was off a few days the last of November; Wilkin relieving.

Conductor Grisinger of Racine-Corliss run, was off for a few days the first of the month. N. Hermis taking his run.

W. P. Moran was an east end visitor Dec. 3.

The Milwaukee Electric line employed a special train to distribute their poles from Burlington west. Victor handled the train, Dec. 9.

Operator Morrissey was off sick a few days the first of the month. Harkness, from Freeport, working at Elkhorn and Walz at Freeport.

Trainmaster Hazenbalg and Milk Agent Walker were Elkhorn visitors Dec. 9.

Superintendent Morrison and Dispatcher Klug made an inspection trip over the line Dec. 10.

Engineer Sam Turner is back on the job on the Rockford branch. Sam was in the summer resort business this past summer, but says business was punk on account of the cold wet season.

Engineer Ed. Dawes is going to take the Freeport switch engine, formerly held by the late G. G. Showalter. Ed says he would like a change from the (Push, Pull and Jerk-em) line, where he has been a number of years.

Engineers Tom Carroll and Lou McGovern no longer make the run from Milwaukee to Savanna on trains No. 9 and 10. They being relieved at Freeport makes the run shorter, and easier for these veterans of the throttle.

Conductor T. Kinney has taken the Kansas City time freight between Milwaukee and Nahant, known as the Bungalow run, formerly held by Joe Larkins, who is now on passenger service. Terry is one of our best, and gives a good account of himself wherever put.

Engineer Ed Snively is again the proud papa of a baby girl, Ed and Mrs. Snively have a happy family, this being their ninth child.

Recently a head-on collision happened between Kittridge and Lanark. Operator Giddings relieved from duty on third trick, and going home to Lanark on his speeder met the section foreman coming over against the current of traffic. They met in dense fog on a bridge, and like the brave engineer, they stayed because they did not have time to jump, but luckily escaped with a few bruises.

G. R. Hannaford displaced on Nos. 95 and 96 by W. W. Bates in turn displaced E. C. Kinney on Nos. 97 and 98. Latter running the worktrain. Desmond Conductor picking up old ties.

Engineer Hamilton, off Dec. 11, relieved by E. C. Kinney, on 97 and 98.

Conductor A. Hermes, off Nov. 19, relieved by J. Gregory on No. 365.

E. Guilfoil, the Elgin yardmaster, spent Thanksgiving with relatives at Rockton and exchanging greetings with old friends at Beloit.

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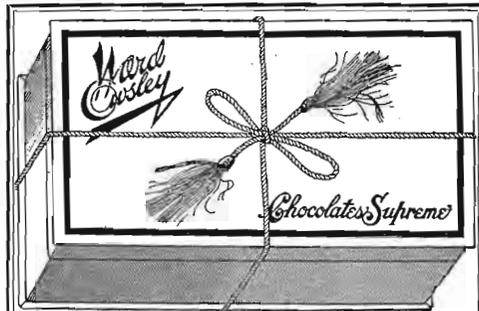
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SAINT PAUL, MINNESOTA

L. W. Carlton, Beloit yardmaster, off Nov. 22 to Dec. 13, visiting the home of his boyhood, near Scranton, Pa., and other eastern points, relieved by J. Gregory.

Conductor J. N. Kelly had charge of the DOKK Special Beloit to Racine Nov. 27.

The second helper has been taken off Beloit switch engine on account of closing the gravel pits.

Foreman Coakley's gang moved Rockton to Itasca, Dec. 3, to lay steel on C. & C. B. Illinois Division.

Conductor W. B. Thompson, off Nov. 30 to Dec. 2, on account of the death of his sister; relieved by J. T. Regan; J. Gregory running the wayfreight; Scollard, the Beloit yard, assisted by C. H. Phillips.

Engines are now being placed on Nos. 317 and 24 one hour before leaving time to heat the coaches.

Conductor Dobbert has taken the night patrol run out of Racine.

Savanna office notes: Dispatcher Klugh spent Xmas with relatives in Indiana. Dispatcher Manthey reported a case of lame back, recently, owing to the heavy lifting incident to moving into his new home.

Freepoint operators have been commended, from headquarters, for a marked reduction in the station light bill. (Some people are unable to sleep with a light burning.)

In starting a new year wish to thank those who have assisted me in gathering notes in the past, especially Operator Fields and Engineers Blackford and Passage; and hope others will take an interest in the column in the future.

Northern Division News.

Helen Munroe.

Bridge Crew Foreman T. Benning is out again after having been laid up for several weeks with a broken bone in his foot.

Conductor George Parkhurst off the River Division went to Ripon a few days ago to help his mother celebrate her ninetieth birthday.

Would like to rectify a statement made in the last Magazine. The marriage license of Jesse Taylor which appeared in the Fond du Lac paper some time ago was not the license of Conductor Jess Taylor, but of a baker by that name. Jesse thinks he is too young to be taken off the waiting list. Girls he is just 26 years old.

Claim Agent E. Scofield of Milwaukee has been on this division several times lately. We always like to see him coming into the office. He is not only very pleasant to talk to, but sometimes carries very good candy in his grip along with the claims he has to settle.

Conductor Sandy Graham on the Berlin freight has been laid up sick in Milwaukee for several weeks.

Former Conductor George Schaffer died in Minneapolis, Nov. 19. He had not been working for five months, having been sick.

Roadmasters Whitty and Sawtelle held a meeting of their section foremen at Horicon, Nov. 24, relative to some new reports.

There is a much needed walk being built at Hartford from the city walk to the Kissel Car plant. This will keep the employes of the factory off the company right-of-way.

Wishing all the employes a happy New Year and also that they would kindly send what news items they have to Horicon for we certainly do not succeed in getting very many. It seems as though there would be plenty of things of interest if we only could get them.

I. & W. N. Notes.

V. B. R.

Master Mechanic T. J. Hamilton and Traveling Engineer T. McFarlane were Spirit Lake visitors during November.

It would seem that insect powder instead of gunpowder would be needed in the vicinity of the Bug River.

Mrs. V. B. R. and daughter, Virginia, returned to Spirit Lake after an extended visit with Mrs. V. B. R.'s parents in Boise, Ida.

What does it profit a man if he handles the best merchandise in the world and no one but himself knows it?

J. A. Frazier, air brakeman at Spirit Lake shops, leaves the latter part of the month to spend the holidays with relatives at Coal Creek, Tenn.

New York has decided that anything that can be eaten raw is a fruit. Ah, then the oyster and clam are finally classified, also plug tobacco.

Harry Hook, the beau brummel of the trainmen, left for a sojourn through the middle western and southern states. Full details will be furnished on his return.

Salt Lake announces the passing of the last of Brigham Young's wives. Let's see, has the oldest Odd Fellow died this month? And Washington's body servant?

We had the convention correspondence since the last issue, and we are more than pleased at the enthusiasm displayed by all concerned. To quote our friend "Alphabet" Kratchmer, "The limitation of the English vocabulary prohibits a picturesque portrayal of our sentiments."

Geogre Quarnstrom, machinist, sustained a very painful injury at Spirit Lake shops during December. While working at the small lathe, his right thumb became wedged between the tool and chuck tearing his thumb nail completely off and mangling the end of his thumb badly. George said he thought the worst was over after his visit to the doctor, but changed his mind when confronted with the various reports he had to fill out.

How can you accuse us of being partial to Tacoma girls, Kratch, after having viewed the fair damsels west of the mountains last summer. We have your word for it that Tacoma belongs in the "stone age."

George Fallis, section foreman at Spirit Lake, has been nursing a very aggravated case of La Grippe.

Now that we have been slanderized and defamed in the "gossip" column we will go even farther and request that "Sted" have the minutes of that meeting ready when the convention of M. N. G.'s meet in Spokane this year.

The Panhandle Lumber Company has closed down the saw mill for the winter. Prospects are very bright, however, for good times in the lumber industry this coming spring.

Hurrah! Hur-ee! We'll have a jubilee, We're glad—We are—A friend of one "T. P." And when that whole convention bunch Comes to sunny old Spokane.

Stead and I'll be there to show him— Well the rest of you should "wurry" what we'll show him, but we guarantee he will never look the same.

Agent W. A. Snure of Metaline Falls, is on his annual vacation, being relieved by W. H. Ashton. "Bill" is a pioneer of the I & W. N., and all the boys are glad to see his smiling countenance back on the job.

Now that DeLeo, of the Spokane office force has gone west and did it, we "persoom" the Columbia-Idaho notes will be materially shortened in the future. We believe Clark and Sted forced this step on DeL. However, accept our heartiest congratulations, A. L. D., and please read carefully the "Winter Fuel" poem in last month's issue.

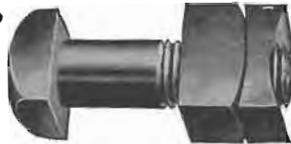
Walter Ellis, car repairer, and the correspondent journeyed to Rathdrum recently to assist a large class of candidates to ride the goat through the mysteries of "Woodcraft." We enjoyed ourselves immensely with the M. W. A. boys of Rathdrum, and were treated royally.

You might not be wearing long dresses now, Guy, but just remember—you were young once.

We enjoyed a very sociable chat with Chas. McCoubrey, of the Panhandle Lumber Company, recently. Various topics of the day were discussed, and we are once again convinced that "great" minds run in the same channel."

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Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "Boss" Lock Nuts annually.

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East Prairie Du Chien Division Notes.*Margaret Murphy.*

Car Inspector H. Bensing and wife and son of Waukesha, were the guests of friends at Los Angeles, Cal.

Operator C. E. Hotaling, former third trick operator at Waukesha, and Miss D. Wheeler of same place, were quietly married. They have left for New York City and other Eastern points.

Mrs. T. Taylor, wife of Assistant Agent T. Taylor, Waukesha, has been confined to her home with the grippe.

Operator A. S. Myers has been appointed third trick operator at Milton.

Conductor T. Fuller has moved his family from Waukesha to Milwaukee, where they will reside in the future.

Engineer T. Kelley took a short vacation. Engineer F. Bird held the job during his absence.

A. Stewart has been appointed baggage master at Waukesha.

At a bazaar held at Waukesha, some of the railroad boys held the lucky numbers. Brake-man Chas. Hoor became the proud owner of a dressing sacque, Engineer T. Dempsey a doll, Operator J. Derivan a goose and Baggage-master Stewart a box of candy.

Mrs. C. Pepper, wife of Engineer C. Pepper, Milwaukee, visited her parents at Waukesha.

Engineer Ellis is confined to his home in Milwaukee account of illness. We all hope he will be able to be back on his run soon.

John Hawtins resigned his position as bill clerk at Waukesha. John McGee is the new incumbent.

Brakeman Chas. Knight, Milwaukee, visited friends at Waukesha.

Operator G. Ultberg, former third trick operator at Eagle has been appointed third trick operator at Lone Rock.

Fireman J. Harrison took a short business trip to Milwaukee.

Mrs. T. McMahon, wife of Baggage-man T. McMahon, Waukesha, was the guest of Milwaukee friends.

G. E. Schuler has been appointed third trick operator at Waukesha.

Miss E. Tomlinson, daughter of Section Foreman R. Tomlinson, Stoughton, visited friends at Waukesha.

Freight Cashier C. E. Mix, Waukesha, has moved his family into a dandy new home.

Brakeman J. Kneel was quietly married at Milwaukee. Best wishes are extended to Mr. and Mrs. Kneel.

Roadmaster J. Murphy, attended the Roadmasters Maintenance of Way convention at Milwaukee.

Mr. and Mrs. C. M. Bartelme of St. Paul, Minn., were the guests of Mrs. Bartelme's parents. Roadmaster and Mrs. J. Murphy, Waukesha.

Des Moines Division Notes.*Libbie A. Garber.*

Conductor W. E. Cramer and wife, of Perry, Iowa, are the proud grandparents of a baby boy (Gale Cramer Rogers), born to their daughter Mrs. H. Gale Rogers on November 5th, at Omaha, Neb.

On Thanksgiving Day at the home of Train Dispatcher and Mrs. A. W. Hakes, occurred the marriage of their daughter, Miss Joyce Louise to Mr. Albert Schroeder, operator at the Western Union Telegraph, Des Moines.

They have our heartiest congratulations and wishes for many years of happiness.

Conductor W. W. Kelley made a short trip to Denver, Colo., last month.

Chief Clerk S. E. Dime spent Christmas with his mother and sister at Grove City, Minn.

Conductor and Mrs. J. L. Tidball, spent Christmas with his daughter, Mrs. F. P. Foster at Storm Lake and New Year's holiday with his son, Scott at Duluth, Minn.

Engineer W. H. Moorehead spent several days at Galesburg, Ill., last month on business.

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Conductor and Mrs. C. V. Shannon and son, Joseph, and Engineer O. F. Weir, wife and sister, Hazel Weir, were the guests of Mrs. Shannon and Mr. Weir's folks at Holden, Mo., during the holidays.

Ores Zehr, who is attending school at Mount Vernon, spent the holidays with his parents, Agent and Mrs. C. J. Zehr of Boone, Iowa.

Roadmaster J. M. Nunn and family of Jefferson, Iowa, spent Christmas with Mrs. Nunn's sister at Indianola, Iowa.

Superintendent R. P. Edson, attended the funeral of Mr. Geo. Ferguson, engineer on the I & D. Division, at Mason City, Sunday, Dec. 12.

Mrs. P. A. Gifford, wife of Conductor, Des Moines, who underwent an operation at one of the local hospitals, Des Moines, December 9th, is reported to be getting along nicely.

Conductor W. L. Finnicum made a business trip to Bristol, S. D., last month.

Agent R. H. Martin of Cooper, Iowa, spent the holidays with his parents at Iowa Falls, Iowa.

Brakeman C. H. Meyers made a short business trip to Waterloo, Iowa, recently.

Brakeman A. R. Reynolds made a short trip to Denver, Colo., last month.

Conductor W. M. Jacobs and wife visited the former's parents at Kirksville, Mo., during the holidays.

The wife of Conductor A. O'Laughlin and daughter, Nellie, left the latter part of last month to visit relatives in Meridan, Kans.

Mrs. J. H. Coulter and son, Merle, were Des Moines visitors for a few days last month.

The wife of Assistant Extra Gang Foreman Scop Kefalos of this Division is ill at the Mercy hospital, Des Moines. We hope that she will soon regain her health.

The following changes have been affected on the Des Moines Division:

Mr. H. E. Cunningham, former agent of Rockwell City, is now agent at Panora, Iowa.

Mr. A. F. Larson, agent at Webb is now doing trick work at Des Moines, vice V. D. Evans, who has taken over the agency at Rockwell City, Iowa.

Operator Ray Swanson has been appointed second trick operator at Rockwell City, Iowa, relieving L. W. Moore, who has taken charge of Webb, Iowa, station.

District Carpenter A. Yappen of Chicago, made a short visit at Des Moines last month, on his way returning home from the meeting of carpenters held at Perry, Iowa.

We are grieved to make mention of the death of Mrs. Ed. Mantaufel at Portage, Wis., which occurred on December 15th. She is a daughter of Car Inspector and Mrs. S. A. Kelley of Clive, Iowa, to which place Mrs. Mantaufel's remains were brought for burial.

Employees of the Des Moines Division extend heartfelt sympathy to relatives of the deceased.

Black Hill Items.

T. A. Biggs.

Brakeman Andy Hanson has returned from North Dakota, where he has been attending Federal court as a witness.

Miss L. A. Elson, agent at Okaton, and her mother are taking in the exposition and visiting other places of interest on the Pacific coast.

Conductor D. A. Church and wife, spent Thanksgiving at Chamberlain.

Mrs. Frank Jones came up from Chamberlain to Murdo, Dec. 1st to visit her husband and son. She also made a trip to Rapid City with Frank.

Conductor and Mrs. Walter Rand departed for their home in Mason City, December 1st. He returned to Murdo about one week later to resume work on this division.

Mrs. Theo. Pfaff went to Stamford, December 10th, to visit a couple of days with friends there.

F. G. Gibson, who has been first trick operator at Chamberlain for the past 10 years,

Creosoted Wood Block Paving

Not only is wood block the finest and most durable paving yet devised for both city streets and country highways, but wood blocks mean

Tonnage for the Railways

Business for the Lumbermen

With lumber manufacture, the great industry of the Pacific Northwest, its welfare is of the first importance. And prosperity in the Northwest means still more tonnage for the railways.

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First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

*The Big Bank of the Judith
Basin Territory*

has been appointed agent at Inwood, Iowa. Pete will be much missed at Chamberlain by all who know him.

Operator Frank Clark has taken Mr. Gibson's place at Chamberlain temporarily.

Mr. and Mrs. O. L. Hopkins returned November 5th from their vacation trip, having visited several west coast cities. They also made a trip into Old Mexico.

Mrs. and Mrs. R. E. Mytinger of Kimball, visited in Chamberlain, Sunday, November 28th.

Mr. and Mrs. H. W. Hopkins, visited relatives at Plankinton, November 30th.

Conductor and Mrs. P. G. Gallagher spent Thanksgiving with Mrs. Gallagher's folks at Plankinton.

P. G. Gibson and wife visited a few days the last of November at Wabash, Minn., with Mrs. Gibson's mother.

Brakeman Lee Swett took a few days off during the last week of November and visited his sister in Sioux City.

Engineer Ed. Smith attended the funeral of Geo. Ferguson at Mason City, December 12th.

"Echoes from God's Own Garden Spot, the S. M. West."

J. W. Malone.

Mrs. J. L. Crow was called to Farley, Ia., on December 13th by the serious illness of her mother.

Conductor F. J. Wagner and wife were Sioux Falls visitors on December 13th.

Agent G. B. Turner, Fulda, had the misfortune recently to lose the half of one of his fingers while closing the safe in his office. The accident happened about 2 p. m., and George stuck to his post of duty the remainder of the day. It is just such loyalty as this that has made the "Milwaukee" famous for her service.

R. S. Stone has been appointed second operator at Lakefield.

Foreman J. E. Curtis, Madison, is spending the holidays in Chicago with relatives.

Mrs. R. E. Wood, Edgerton, is visiting friends at Madison this week.

Conductor N. K. Tuttle has been laying off the past few weeks account of sickness. We hope to see him back on the job soon.

Mrs. E. H. Laugen and children are visiting relatives at Nevis, Minn.

Joe Leiser, agent, Colman, has been on the sick list a few days, suffering from an attack of la grippe.

Our genial clerk, Fred Rodewalt, Madison roundhouse, is holding down the fort during Foreman Curtis' absence.

Engineer John Murphy and wife, Madison, left for their winters sojourn on the Pacific coast, December 19th.

Agent Elmquist, Lily, has resigned to engage in other business.

H. F. Grimes, of Grand Meadow, is in charge of Lily station while same is on bulletin.

C. E. Langan has been appointed operator at Lakefield, to help out during the fall rush.

It never snows in South Dakota, but we will admit that the wind does gently sift through our northeast window on numerous occasions.

We were sorry to learn on December 12th, of the death of Mrs. Gillson, wife of Agent Gillson at Airlie, Minn. The sympathy of the entire division is extended to him in his loss.

Relief Agent F. A. Bloom is in charge of Airlie station during Mr. Gillson's absence.

Brakeman Claude McAdams had the misfortune to get his hand crushed between two cars at Woonsocket, recently, which put him out of the game for ten days. At the present writing he is back on the old stand a little the worse for wear, but still in the ring.

Adolph Moe, roadmaster's clerk, Madison, is visiting relatives at Flandreau during the holidays.

Miss Helen Opie of Austin, is visiting with relatives at Madison.

Andrew Fulson and family are spending the holidays in Des Moines.

Wm. Tetzman, Minneapolis, is relieving Machinist Fulson at Madison, for a few weeks.

Identify Yourself with This Fob or Emblem

A SHORT while ago we offered our readers the chance of securing a Milwaukee Watch Fob and Emblem cheap.

We have been flooded with orders and have now only a limited number of the fobs and emblems.

This means that you must order quickly if you wish to secure one of these attractive and serviceable fobs or emblems.

These fobs are made from a fine grade of leather and in the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished and cannot tarnish.



LET the public know you are identified with one of the great railroad systems of the world.

After the supply on hand has been disposed of you will not be able to buy one of these emblematic watch fobs.

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Leather Fob with Emblem . 60c
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 Plated Button, Screw Back . 35c
 Rolled Gold Button, Screw Back 75c
 Solid Gold Button, Screw Back 1.25

Milwaukee Railway System Employes Magazine

Railway Exchange Building
 CHICAGO, ILL.

Engineers Earl Gere and wife are visiting relatives in the east.

Mesdames Hanson, Larson and Bonnelle were Sioux Falls visitors, recently.

Richard Hopkins, cashier at Madison, is visiting friends at Roswell this week.

Conductor W. S. Torbert has been off the past ten days on account of sickness.

On December 3 while Foreman Martin Mathison was turning mail car No. 393 at Madison he noticed a very sharp flange on the car which derailed the pair trucks several times. He placed the car on the rip track at Madison and notified the car repairer. By his keen attention to duty, Mr. Mathison averted what would probably have been a serious derailment had this car been put in one of our passenger trains.

Conductor W. J. Tyler is now located in his new home on West Fifth street, Madison, which is one of Madison's finest residences.

Engineer Thos. Staley is now holding down the M. & B. Line passenger run with the Sunday lay-over at Madison during Engineer Murphy's absence.

Engineer Jos. Gilbert is now on the M. & B. Line passenger run with the Sunday lay-over at Bristol.

Engineer Morris Henifin is visiting his family in Austin, between trains today. Mr. Henifin expects to remove his family to Madison, soon to reside.

I hope all the members of the division have had a very merry Xmas and may the New Year bring to you all the fullest realization of your expectations.

Also hope the members of the Editorial Staff and all those connected with our Magazine, and all those that the Magazine reaches enjoyed a most merry Xmas and may they have a very happy New Year.

LaCrosse Division Doin's.

Guy E. Sampson.

With this issue we begin the year 1916. Another year has passed beyond recall. The safety habits that we have each acquired during the past year if left constantly in use, will never need to be learned over again. Now for a deeper study in safety and efficiency during the year just beginning. This should be one of our first New Year resolutions. Graduation day never comes in this study. Efficiency, civility, and a growing desire to attain more of both will always be rewarded both by making friends and by keeping one's feet out of troubled paths which lead to suffering and oftentimes to death.

We notice a correspondent from the W. V. division guard. There is always something doing on that division and we will sure look for a good write-up each month from Brother Wilcox. Don't disappoint us Billie.

Mrs. Edwards, wife of Brakeman Earl Edwards, of North Lax, spent Thanksgiving week at the home of her parents, near New Lisbon.

Conductor Mike McQueeney spent Thanksgiving with his family and Conductor E. J. Brown handled transportation in his place on No. 10 and 23.

Josephine, your December items state that Kathryn married a foreign car clerk. Please tell us if it is another case of American money buying a foreign title.

During this month Louis Staltz and Miss Hamilton, both of Sparta, and Mr. Fred Jenkins of Portage and Miss Anna Petter of La Crosse, silently slipped away from their friends, going to Winona, were married and returned by next train. Both couples will reside at North Lax, as the boys both hold positions, braking on the Lax Division.

H. R. Gates, please tell L. V. S. and X. E. H. to keep those bull pups chained if the noted "Titus Calf" attends the M. N. G. convention in Spokane.

What a help it will be to the extra conductors on the C. M. Division, when Conductor Hill returns from service if it took three men to fill his place during his absence last month.

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Established 1882 Incorporated 1901
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 R. A. KUNKEL, Assistant Cashier
 R. W. PLAOC, Assistant Cashier

Railroad Men's Special

I have contracted with the manufacturers of the Famous "At Last" Washing Machines for a select stock of their Washers, and will sell to Milwaukee and other Railroad Men on small monthly payments. Machines fully guaranteed, but stock limited. Write for Plan, mentioning this Magazine.

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Insures More Railroadmen
Pays More Railroadmen
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Before I'm hurt tell me how little income insurance costs.

Name.....
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The FULL principal sum For Accidental Death
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Confining Illness—For Three Years
 Non-confining " " Seven Months
 FULL INDEMNITY paid for BOILS, FELONS or
 ABSCESSSES whether the Insured is confined or not.

No Exceptions

This policy DOES NOT contain any one-tenth, one-eighth, one-sixth or one-fourth clauses, but pays FULL Indemnity for total loss of time by Accidental Injuries or Confining Illnesses.

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Provides Expense Money to place you in care of your friends if injured away from home.

Claims Paid Every Thirty Days and Without Fuss

Worth your While to Investigate These Liberal Policies at Once. Don't delay—it may be Disastrous to YOU.

General Offices Accident and Health Dept.,
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Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

Dexter Horton
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The Dexter Horton
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 Seattle, Washington

Friends of the C. B. Division, no doubt missed Miss Eckman's items last month, but methinks if an aye and nay vote were taken several thousand readers, who never saw the C. B. Division, also missed them. "Every little bit" (but you all know the rest) especially when that little bit is Miss Eckman's monthly budget of newsy news.

We are afraid our Council Bluffs correspondent will see their hopes vanish as dew before the morning sun, as the Lax Division has a candidate for the Vets' Association, who comes very close to the 400 class. Better get busy with your famous Iowa corn or he won't come up to our man.

Some joke sending a co-worker a "poke" instead of a turkey, but what think you of one who sends a live porcupine? Ouch! See the point?

We see Dubuque shops are going to have "wedding bells." Wonder if they are the old fashioned bell cord kind or are supplied with an air ringer.

Conductor Lewis Daniels and family are enjoying these fine evenings riding their new Studebaker car.

If any one can't understand that big smile on the face of Geo. Brisbal, just listen: He became grandpa Nov. 21, and a happier grandparent never existed than George, when he received word that a little stranger had arrived at the home of his only child, Mrs. Grace, at Columbus.

Here is one for Brother Clark:

No more he'll buzz the hello girl,
 For even walls have ears
 The clock would point its hands to him
 And turn his smiles to tears.
 The newly wed.

Conductor Shutter and Engineers Steele and Murphy, all are wearing broad smiles since the G 7 engine 2439 has been assigned to the pusher service at Sparta. This engine is equipped with steam heat and is used to heat the Viroqua branch train each morning.

We noticed our old friend, L. C. Searl's name mentioned in the December issue. Good for you, Lew.

Gang Foremen Blank and Kelly have charge of the two extra gangs laying the new steel between Portage and Camp Douglas. The camp is now located at Cheney.

Engineer Wm. Kerwin, wife and daughter May, were called to Jamestown, N. D., by the illness of another daughter, Mrs. Gerald Lieber. Mr. Kerwin returned home and reports her improving. The ladies will remain in the West until Mrs. Lieber has fully recovered.

Conductor Bert Carleton was called to the home of his mother by her death, Dec. 13. Her death was caused by heart failure. Besides Bert, she also leaves two daughters, one of whom is Mrs. Bullock, wife of our No. Lax correspondent. All Lax Division employees extend their sympathies to the bereaved ones.

The Christmas number supply of the Magazine did not last long. Our good looking passenger conductors must have preserved a few copies.

Chief Clerk A. T. Klingler was confined to his home one day last week on account of a severe cold.

Conductor Wm. Hill has resumed work after several months' absence on account of an injury received at North La Crosse, Sept. 7.

H. E. Ward was appointed station agent at Mauston. M. L. Tracy will relieve Mr. Ward at Doylestown as agent. R. D. Peck is temporarily doing the telegraphing and pumping at East Rio, formerly done by Mr. Tracy.

G. W. Webb, agent, Watertown, is enjoying a vacation, and is seeing the Western states. L. H. Tracy, cashier at Portage is handling Watertown during Mr. Webb's absence.

W. E. Russell is planning on a trip to Los Angeles after the first of the year.

Miss Mabel Buffmire, stenographer in the superintendent's office, will spend New Year's in Indianapolis, Ind.

Now that light snow is blowing along moving trains making it hard for trainmen to see

boxes warming up or other defects on their trains all trainmen are keeping a close look-out for signals from sectionmen and station employes, as well as crossing flagmen. If you, kind reader, happen to be in the vicinity of a moving train, please watch closely for any thing you might discover wrong and notify "the man in blue" (overalls) on "the little red caboose behind the train." You will save an accident and perhaps a life.

Conductor Wm. Shaffer and Brakeman Harry Williams are both laid up from accidents owing to their train parting approaching Portage yard. Shaffer was thrown against end of car in body of caboose injuring his back, while Williams, who was in the cupola was thrown against the window, breaking same. After having some of the glass cut out it was necessary to take several stitches on each side of his face. The Safty First committee are taking steps to give trainmen riding in cupolas to watch trains some better protection than a glass window with nothing to stop them from being thrown through. We hope to see some good accomplished by their labors.

The broad smile on the face of Third Trick Operator S. Hunter, Portage, when he came to work on the evening of Dec. 16, was a surprise to Sam's friends, until he opened a fine box of cigars and announced "It's a boy." Photo later.

Conductor Jerry Lyman expects to eat a few turkeys and geese besides the barrel of cranberries he sent ahead to Elroy Christmas. Full report next month.

Conductor Wyman and crew are on the work train out of Portage. About 300 cars of new steel is being unloaded between Portage and Camp Douglas.

Raymore on our Division holds the distinction, as far as we know, of being the smallest city in the state boasting of electric lights and stone ballast street. The city consists of one house, eight foot square, one coal shed about same size, and one roundhouse six feet in diameter, which has one stall for one motor car. The population of this city is three men, each living there eight hours each day. Their house is electric lighted and their only street is the railroad stone ballasted, which runs by their door. Three happy operators.

Mrs. M. Shannon of La Crescent, visited at the home of her daughter and children, Mrs. Sagen, wife and family of Conductor Oscar Sagen, La Crosse, this month.

Milwaukee City Ticket Agent John Polus and wife, visited relatives in La Crosse this month.

Three six-men bowling teams were organized at Madison, composed of employes on the Watertown Madison, Madison Portage branches and crew in charge of engine at the Sugar Beet factory. Conductor W. Springer, Engineer E. Pedder and Brakeman W. Neitzel, are the three captains, and if any bowling team composed of employes between Chicago and Seattle, those towns included, wish to learn a few of the finer points about the game, just arrange with Captain E. Pedder, Madison, Wis., care C. M. & St. P. Ry. for a meet. The three teams held a contest Nov. 30 at Madison, this being the date of organization, with a score for three games as follows; Neitzel's team, total 1981; Pedder's team, total 1971, and Springer's team, 1970. Two men on each team had never held a ball until this date. While some high scores were made, the totals were held down by the beginners. Springer entertained the boys with a song and Indian war dance every time one of his men made a strike. Francis cheered so much he could not talk out loud at the end of the contest.

Northern Montana Division.
Florence Morden.

H. C. Kearby, agent at Lombard and local chairman of the O. R. T., recently spent a few days in Great Falls and from there went over the division, giving the operators the once over.

C. H. Mitchell, Jr., is entertaining a broken arm, but will soon be in the game again.

\$2.50 a Month Buys a Visible Writing
L. C. SMITH



Perfect machines only of standard size with keyboard of standard universal arrangement — has Back-spacer — Tabulator — two color ribbon — Ball Bearing construction — every operating convenience. **Five Days Free Trial.** Fully guaranteed. Catalog and special price sent **FREE.**

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RAILWAY TIME SERVICE

We made a grave mistake in the notes of last month and have been called to task for it. The item read as follows: "F. R. (Lizzie) Eggleston is a bachelor now and is stepping about some, from all reports. The wife is visiting in Oelwein, Iowa." To make a long story short, "Lizzie" is not married; the Mrs. E. referred to is his mother, and not his wife. We are glad to make the correction and, in that way, give the boy a chance.

N. E. Tallman, of the Advertising Department, Chicago, spent a short time in Great Falls recently. He has an eye open for recruits for one of the big leagues and while there gave Messrs. Mitchell and Stablein a tryout. Understand they proved to be veritable whirlwinds at the bat and expect some flattering offers when the season opens.

Eighty-seven bushels of wheat per acre is not considered a crop failure in most of the better farming states. This yield is the highest reported to the Grain Growers' Association of Montana for the year and is an average for forty acres.

Conductor G. E. Murdock is back from a visit to his Nebraska farm.

Conductor D. S. Utley has been on the sick list but he seems to be feeling pretty well again.

W. F. Determan, from Lewistown freight office, is relieving Agent Maxeiner at Denton. Mr. Maxeiner is making a business trip to Bozeman.

J. C. Martin is working third trick at Harlowton.

L. C. Searle, who was with us for a short time as third trick dispatcher, has gone to Tacoma for a visit and will probably locate on the Rocky Mountain Division on his return.

L. M. Johnson is relieving Agent E. W. Johnson at Straw.

Lou Wandell, who suffered a broken ankle some time ago, is still in the hospital and getting along as well as can be expected. They expect to have him able to walk with crutches by Christmas time.

Passenger Brakeman E. Sweet and wife are visiting in Des Moines, Ia. J. A. Cox is relieving him.

Mrs. A. F. Becker and daughter Alice, family of the agent at Forest Grove, are planning a visit in the East.

Brakeman I. A. Haswell has gone to Alberton.

District Master Mechanic Cessford made a short visit in Lewistown.

Wisconsin Valley Division.

W. M. Wilcox.

Superintendent H. H. Ober has been confined to his home the past few days with illness. We all hope for his speedy recovery.

Agent Timlin at Port Edwards was forced to give up his work on the 13th of December on account of illness. A. B. Kuhn took charge of the station temporarily.

H. L. Crandall succeeds R. H. Janes as chief dispatcher on the Valley Division. We all have reason to believe that he is the right man in the right place and wish him all kinds of success in his new position.

Roadmaster Ed Callahan is deserving of great praise for the able and efficient manner in which he and his force handled the work at Necedah during the recent conflagration. On Tuesday morning, December 14, fire was discovered in the basement of the Wm. Greenberg large department store at Necedah, and before the fire department could get the fire under control twenty-eight business places were destroyed. The railroad company's property was saved.

Hiram Keeler, one of the old-time conductors on the W. V. Div., is seriously ill at his home in Babcock. His speedy recovery is hoped for.

The laying of new 85-lb. steel on the Valley Division from the C. & N. W. Ry. crossing at Necedah to Grand Rapids will commence in a few days. This will greatly facilitate the handling of the large traffic which is being moved that way. It is possible that the work will extend as far north as the Jim Moore creek bridge north of Wausau.

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Bankers

Established 1877

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J. K. Heslet, Ass't. Cashier

Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits
Boxes in Safety Deposit Vault

Material is on the ground for the new steel bridge across the Yellow River just south of Babcock to replace the old frame bridge now being used by the company across that stream.

Willis Jordan from the C. & C. B. Div. is doing the second trick stunt in the dispatcher's office at Wausau during the vacancy caused by the promotion of R. H. Janes to the position of trainmaster on the I. & D. Division.

Conductor Fred Schiefelberg had a narrow escape on Thanksgiving night from drowning while pulling out of Babcock on train No. 65. The air brakes were sticking on the head cars and he dropped off to bleed a few of them. His lantern went out and on account of the dense fog and intense darkness was unable to see where he was. He fell about twenty feet from the end of a bridge, striking near some old logs lying in the water, but managed to crawl out and catch the caboose before the train got by him.

The promotion of R. H. Janes, chief dispatcher at Wausau, to trainmaster on the I. & D. Division at Marion, Ia., took effect December 1. Mr. Janes has grown up on the Valley Division, starting as operator at Tomah when the headquarters were located there twenty-eight years ago. It is safe to say that there is not an employe on the W. V. who will not miss him and the well wishes of all go with him for his future success.

Conductor Mike Finerty and Engineer Dan Wells made a record run from Grand Rapids to Necedah with the Grand Rapids fire department on December 14, arriving in time to save a large amount of property belonging to the railroad company.

Great quantities of Christmas trees are being shipped from the north end of the Valley Division to all parts of the United States. Northern Wisconsin supplies nearly all of the large cities in the Central and Eastern States.

Woodenshoe Doings, Superior Division.

The Chicago House at Menominee has lost another boarder. This three-times-a-day habit of his will in the future be looked after by Mrs. Henry Martin (formerly Miss Clara Olson). This change went into effect December 8 and it is the sincere wish of every one that nothing but the best of good luck accompanies them through life.

Ed Campbell, passenger fireman from Elkhart Lake to Milwaukee, was operated on for appendicitis lately and is getting along fine. Ed says society folks have nothing on him now.

Brakeman John Eastman reports that he has an alarm clock over at his place now, which he guarantees will wake anybody up at 2 a. m., or thereabouts. It weighs 11 pounds and came December 9.

Leighton Stickler also has a bran new "Big Ben." He has two boys now.

Earl Lipsier has given up the Marinette "Go ahead and back up" job to accept freight between Menominee and Ellis Junction with Bill Daniels.

Idaho-Columbia Divisions.

Fred Clark.

Home again.

Conductor Harry Adams called. We were in. He said something about his automobile, gasoline, storing up energy while running down hill, horsepower, kilowatt hours and running as well backward as forward. Whatyouknowaboutthat.

The monthly Safety First meeting of the Idaho-Columbia Divisions was held at Othello, Washington, December 14.

- E. M. G. was sick
- De L. " "
- Sted " "
- Tom " "
- Bill " "
- Ray " "
- I "not" yet

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Or will you be forced to stay at home?

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Sloan Miller, timekeeper, Missoula Division, spent a day here during the month. He reports his chickens doing well.

"Herb," we would have stopped over to see you but we want a top on any Ford we ride in during the winter.

Brakeman Cayia of St. Maries has gone East for the holidays.

Section Foreman Rocco Zenzola will spend the holidays on the coast.

Brakeman Hennessey of the Idaho Division has gone East.

There is plenty of snow in the Idaho mountains, but no interruption to traffic so far.

F. D. Burroughs, general freight agent of Seattle, was in Spokane during the week.

Roadmasters McGee and Allen have returned from Milwaukee, where they attended the annual meeting of the Milwaukee Roadmasters' Association.

Geo. Loomis, chief clerk to J. F. Pinson, was a visitor in St. Maries the early part of the month.

Cashier Frank Bednar of St. Maries is the proud father of a twelve-pound girl.

Business Manager Aldrich of the Magazine was a caller in Spokane just prior to the holidays.

Wally Swift of St. Maries advises that he expects to spend the Christmas holidays at his desk.

Chief Carpenter Lanning spent a day in Spokane recently.

"One TP," I'm neutral.

The meeting you refer to was strictly "business." From this time on they will be open, and we extend you a cordial invitation to attend in person (not in spirit—s). Will personally see that an appropriate title is conferred upon you with all the honors that usually go with such ceremonies.

In the way of fatherly advice would like to offer the following for the benefit of "One TP": "Here's to our wives and sweethearts—may they never meet."

Ray Webb of Missoula, the home of Herb Foster, was in Spokane. He says it is quite a relief to spend a day away from Missoula now and then.

We have understood, indirectly, that Dispatcher Peterson and Miss Charlotte Newton, formerly of the trainmaster's office at Malden, were married last month. Pete hasn't said anything and I have not had a cigar.

We hope, again, that Brother Waugh got home all right. Tell us about your Western trip.

It's certainly a relief to get back to the city after spending five weeks in the neighborhood of Fullerton avenue and Wilson avenue, Chicago. Have never liked country life very well, except as a place to fish in.

As C. E. Pike informed you in the last issue, the State of Washington will be most awfully dry after January 1. Well, it was a hard fought election, but we won and now expect to sit back and enjoy the fruits of our hard-earned victory.

Items from the Chicago Terminals.

Catherine M. Bartel.

Grain Alley Yardmaster J. C. Logan has been home sick the past few days. Guess the heavy run of Kinzie street is getting on Jack's nerves. It's one of three things: either too much "Five Brothers," too many Kinzie streets or else too much yardmasters' ball, the latter may apply.

Stoker Foreman Geo. Beaman had an accident with his car a few days ago and after everything stopped and George had stopped rolling, it was found that he had attempted to mow down the steel supports under the Lake street elevated. Of course, they are all standing yet, but George's car looks like it had been struck by the Pacific Limited. George is not much the worse for the accident, but he will have to admit he is not much of an Eagle Eye.

The extra switchmen around Galewood have been getting in some good time lately on account of business picking up some and we note as a result Switchman Thos. Quilliam

is all lit up in a new suit and overcoat of the latest cut. Leave it to Tom to doll up if he has the rags.

Assistant Superintendent of Terminals W. C. Busk took Foreman T. W. Wilson, Tom Norton and C. Connelly to Maquoketa, Iowa, a few days ago on a lawsuit; they all being witnesses in a live stock case. Tom says Chicago is good enough for him.

Extra Operator and Clerk M. Montez, Galewood, doing the stunt in G. T. office a few days on account of Operator Sturgis being off, on account of his wife's illness.

The annual ball given by the yardmasters was celebrated in Princess Hall, December 7, and was attended by a very nice crowd. The grand march was led by our popular Yardmaster A. Grondahl, assisted by Train Director Jas. Burke. Trainmaster Costello was present, as were nearly all the yardmasters in the Chicago Terminals and their wives and families. We also observed many other employes, including Miss Anna Esbensen, stenographer in office of Agent Fesler, and A. C. Van Zandt, chief clerk to Trainmaster Costello. Van is popular among the ladies and danced every dance, his program being filled up before the grand march. We also noticed Car Tracer Ray Farmer, who has lately learned to shake his feet, and I think every one who danced with him will admit he is some dancer. W. H. Whitmore, switchman at Galewood, wore a Tuxedo. Some kid Willie is Chief Dispatcher Sizer and Trick Dispatcher Tim Welch of the C. & M. Division also attended and report a pleasant time.

Chief Operator W. G. Murbach, G. T. office, Galewood, is off a day or so on account of sickness. Understand he was out at Morton Grove to a German festival and came home sick. Chicago is too small for Bill when he gets goin'.

Assistant Cashier Frank Crow, Galewood, has quit riding passenger trains between Chicago and Elgin now and is using freight trains. There seems to be some attraction around Galewood that has a tendency to make him miss No. 3 almost every night. We believe one of the lady bill clerks can explain, but she should not keep him so late, as it is telling on Frank.

Superintendent P. L. Rupp, wife and daughter Louise, spent Christmas with their son on the farm in Michigan.

Operator C. E. Sturgis, second trick, G. T. office, Galewood, was absent a few days on account of sickness; Operator Montez battling the phones in his absence.

Chief Caller John Tipping is figuring on a trip to his farm in Florida in the near future. John's Hanson Park farm was not entirely a success, about all he raised was lettuce and weeds. John managed to harvest the lettuce and Extra Brakeman Tucker, C. B. Division, did away with the weeds. We hope John has better luck in Florida.

Our new agent, W. H. Fesler, formerly of Division street, took charge of Galewood Station December 1, vice H. H. Peebles, deceased. Mr. Fesler is an old timer with us and we congratulate him on his promotion and will co-operate with him in every way possible to keep Galewood in the same good standing as in the past. A. H. Scharenberg, formerly chief clerk to Mr. Fesler, is now agent at Division street. He is also an old timer and comes in for his share of congratulations.

A. C. Van Zandt, popular chief clerk to Trainmaster Costello, returned from his annual vacation and looks fine. Reports a fine trip.

Yardmaster Frank Dudley, Galewood Hill, was off a few days account of sickness. Mr. Mahon doing the stunt on the knob in his absence.

Miss Helen Murphy, popular bill clerk, Galewood Transfer, was absent a few days recently but is again on deck. Miss Murphy is very jolly and full of fun and when she is absent there seems to be a cloud hanging over the old transfer house.

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"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.

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Miss Kathleen O'Neil, stenographer to Assistant Superintendent Bush, had the misfortune to have one of her fingers fractured by a coach door slamming shut on it on C. B. 32, at Hanson Park, December 2, and as a result is layed up at her home in Elgin. Here's wishing her a speedy recovery. Miss Josephine Becker is relieving Miss O'Neil.

I. & D. Divisions Items.

M. W. Johnson.

R. H. Janes, our new trainmaster, appointed to succeed the late C. A. Anderson, took his position December 1. Mr. Janes comes to us from the Wisconsin Valley Division, on which division he entered the service in 1887, in capacity of operator, serving as agent, assistant dispatcher, dispatcher, assuming the position as chief dispatcher in October, 1907.

November 27, 1915, was Conductor Elial Hoxie's fiftieth anniversary of his employ with the Milwaukee.

Miss Sue Potter spent Thanksgiving at Milwaukee.

Miss Carrie Anderson, sister of our late Trainmaster C. A. Anderson, spent Saturday at Minneapolis.

G. P. Hodges spent Sunday at his home at Minneapolis.

Miss Ella Malthouse spent her Thanksgiving vacation with her parents, Conductor and Mrs. W. A. Malthouse, at Mason City.

Superintendent and Mrs. B. F. VanVliet spent Thanksgiving at Milwaukee with their daughters.

Mrs. F. M. Smith is visiting at the home of her daughter, Mrs. Sloan, at Minneapolis.

Mrs. H. L. Biggs and daughter, Marjorie, are visiting at the T. A. Biggs home at Rapid City. They expect to return before the holidays. Mr. Biggs spent Thanksgiving at the home of his mother, at Sanborn.

Mrs. E. A. Meyers, wife of Chief Dispatcher E. A. Meyers, has been suffering with a severe attack of grippe.

Engineer Al Swanson leaves in a few days for an extended visit in the South.

Conductor and Mrs. G. S. Smith left last week for the coast, where they will remain for a couple of months.

Dispatcher and Mrs. R. C. Raines spent Thanksgiving at Aberdeen, S. D.

Mrs. R. H. Janes, spent several days with friends at Spencer, Iowa.

J. F. Hughes left Sunday night for Chicago on business.

Freight Inspector E. J. Sullivan spent Thanksgiving at Milwaukee.

Mrs. Fay Higgins, wife of Train Dispatcher Higgins of Mitchell, spent several days at Mason City visiting at the home of C. B. Higgins.

Miss Hazel Dunn spent Thanksgiving at Dougherty, Iowa, with her cousin.

Conductor Ray Gillam of the West Division has resigned to engage in other business.

Mrs. G. O. Stevens, wife of Agent Stevens of Sanborn, spent a couple of days at Spencer last week.

A Safety First meeting was held at Mason City on Sunday, December 5, at which time the various crafts elected their new committeemen for the coming year.

Miss Phyllis O'Halloran has returned from a short stay at West Union, Iowa.

Mrs. C. H. Cotant Mrs. H. Todd and Miss Bernard Connell spent Saturday in Dubuque.

Roy Trewin of Rudd, Iowa, is visiting his sister, Mrs. Harry Schott, and brother, Will Trewin.

Mrs. W. R. Brown spent Friday in Dubuque.

The following resolutions were adopted at the Safety First meeting held in Mason City, Iowa, December 5, 1915:

Whereas, On the 31st day of October, 1915, the Divine Director of all human affairs in His infinite wisdom called from our midst by accidental death our beloved trainmaster, Mr. C. A. Anderson of the I. & D. and Black Hills Division of the Chicago, Milwaukee & St. Paul Railway, and

Whereas, It is fitting and proper that this meeting assembled should recognize the great loss of his death, therefore, be it

Resolved, That by the untimely death of our esteemed trainmaster we appreciate and mourn the fact that the Chicago, Milwaukee & St. Paul Railway Company has lost a valuable and loyal official, the employes an affable and courteous friend, one always ready and willing to listen to their troubles and apply the remedy the merits of the controversy justified. The community in which he lived has lost a respected and honored citizen, and his family a dutiful son, a devoted husband, and an indulgent father. Be it further

Resolved, That in his death we take lesson in the cause which he when living so ably and untiringly espoused, and that we hereby consecrate our best efforts to the end that the hazard of our employment become minimized, and be it further

Resolved, That these resolutions be spread upon the minutes of this meeting, published in the Railway Magazine and a copy of same mailed to the bereaved family.

J. F. HUGHES,
C. F. FOOTE,
W. H. HAYES,
E. KELLEY.
Committee.

Tacoma Items.

F. J. J. Kratschmer.

It has been rumored that one of our "most noted" editors from the State of Washington is about to resign.

"Snookums" Mangold of Shop Order fame dropped in on us last month. Snookums is now living in Frisco, where he is in the employ of a Bureau of Weighing in connection with the S. P.

Why does Burditt remind one of a Ford? Ask Al Simons.

C. F. Maass says he had 'em working nights while he was in Milwaukee.

Jim Norris was again caught "scouting" around on the flats looking for information.

Arnold Clement Schrup is quite a poet.

Lost, Strayed or Stolen: A wire-haired Irish terrier with two yellow spots on ear, double collar around neck and shoulders connected on top with strap bearing name "Teddy." No reward is offered, except for shooting of same. Apply at Wood Mill office.

There was recently a little "scare" at the Milwaukee Docks, and every precaution was taken to guard against a possible attack. All available water barrels and fire pails were placed ready for use, and besides this just outside the harbor was stationed the little flotilla commanded by our trusty Admiral C. F. Eppert, consisting of his four schooners, and as many schooner chasers. The land force under the able leadership of "The Good Judge" Pentecost, has swept the surrounding country of every suspicious looking character, and has again established peace and quiet amongst the masses.

Our idea of a "good fellow"—J. V. Miller. Why? Because he goes fifty-fifty on all the cigars he gets.—Exchange.

The Milwaukee will soon have quite an aggregation amongst the ranks of the B. P. O. E. During the last month the following Milwaukee men enjoyed a ride on the Elk's goat: Messrs. A. J. Kroha, R. A. Nofke and yours truly.

George Pyette recently dabbled a little in real estate, and for the past six weeks he has utilized his Sundays, evenings and all spare moments in doing a little landscaping, etc. This is the way George put it:

Thorns and thistles they did fly,
So did spots of alkali.

The ground was hard, but still I made
Quite an impression with my spade.
The upturned ground will now yield
Grass in abundance, and the field
Looks all together different now,
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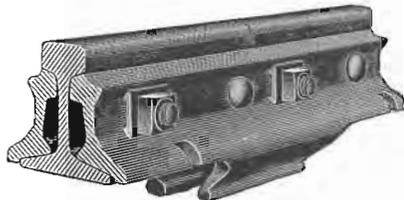
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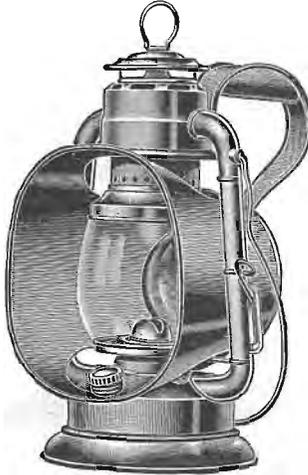
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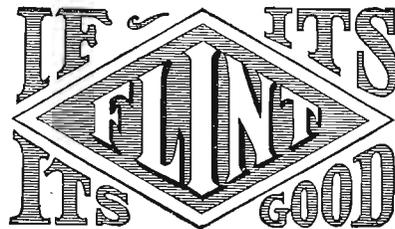
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