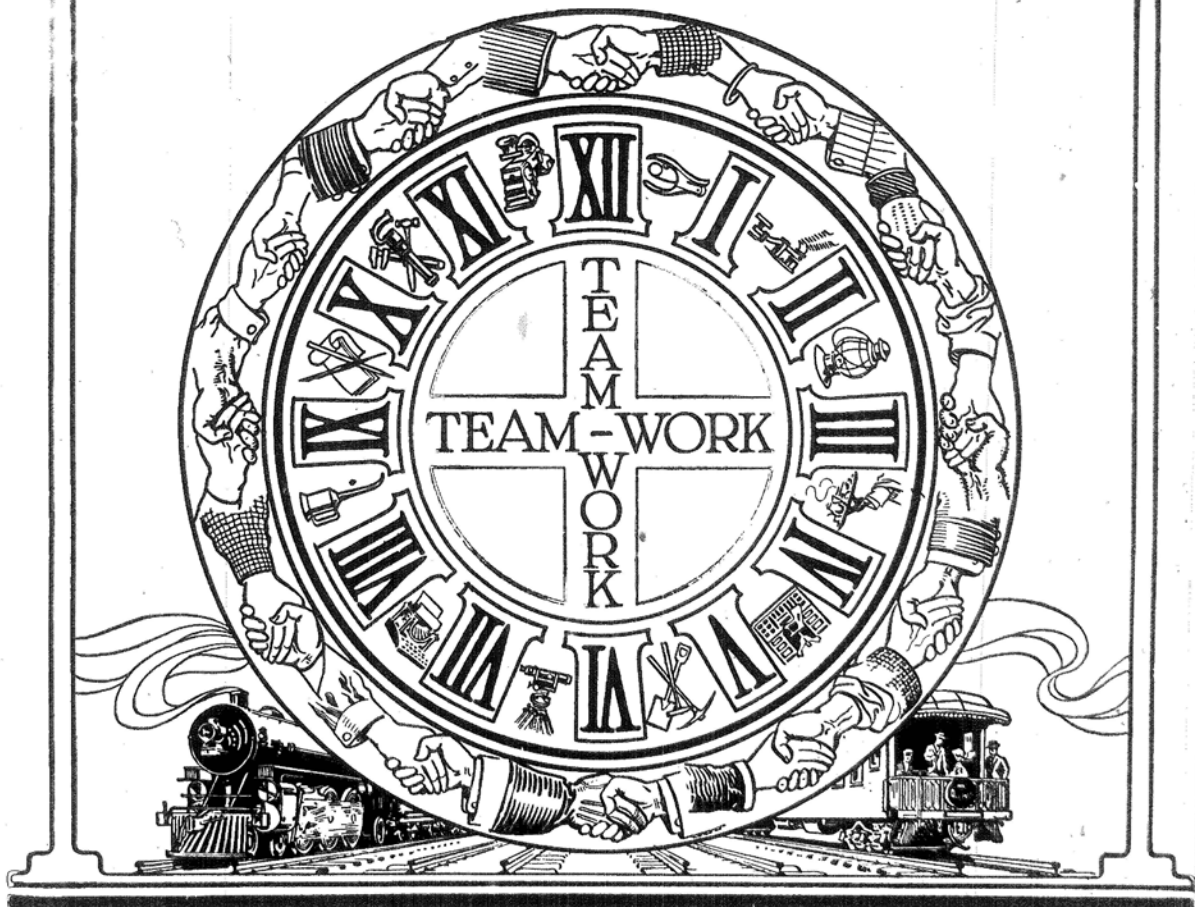


THE MILWAUKEE EMPLOYEES MAGAZINE

December

1920



VOLUME 8

No. 9

\$1 BRINGS EITHER Stove or Blanket

Both splendid bargains—the kind you will appreciate during the bitter, cold weather. Choose the one you want and send \$1.00 with order and we will ship it to you. Keep it for 30 days on free trial, then if you are not satisfied, ship it back to us and we will cheerfully refund your money and pay the transportation charges both ways. If you keep it, pay the balance on our easy terms. You risk nothing and the name "HARTMAN" insures a square deal and satisfaction. If you want both articles simply send \$2 with your order.

Sent on
30 Days
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Fine Plaid Blanket

When chilly nights come you will appreciate this soft, warm, cozy blanket and when you feel its fine, warm, closely woven texture—which brings only satisfactory service—you, too, will say that it is an amazing bargain. Made from selected cotton yarn with wool nap surface. Beautiful plaid design in assorted colors. Shipping weight 3½ lbs. Shipped from Chicago.

Order by No. 216BBMA45.

Quick
Delivery
Assured

Price per pair \$7.85. Send only \$1 now. Balance \$1 monthly.

Brilliant Regent Hot Blast Heater

A real money-saver—most heat at least cost. Burns coal or wood for fuel. Hot blast construction insures perfect combustion. Smoke and gas consumed, hence its wonderful fuel economy and its remarkable efficiency as a heat producer. Saves you many dollars on your coal bill. The kind of stove you want during the cold weather. Brilliant Regent is full 16-inch size, of sturdy construction; made of selected iron and steel throughout. It outlasts ordinary heaters many years and is one of the most wonderful bargains ever offered.

Order by No. 387BBMA23. Price \$24.95. Send only \$1 now. Balance \$2.50 monthly.

FREE BARGAIN CATALOG—432 pages—

mail us a postal for this great book—it will save you many dollars. Filled from cover to cover with stunning bargains in furniture, rugs, linoleum, stoves, ranges, watches, silverware, dishes, washing machines, sewing machines, aluminum ware, phonographs, gas engines and cream separators, etc. Hundreds of articles to select from—30 days' trial on anything you send for. See how conveniently you can buy from Hartman's. Wonderful bargain catalog FREE. Postcard or letter brings it.

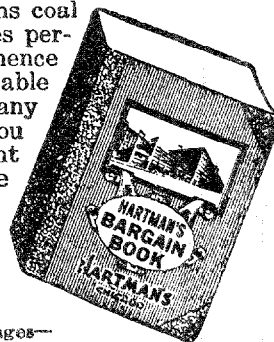
HARTMAN

FURNITURE & CARPET CO.

3913 Wentworth Ave.

Dept. 2969 Chicago

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Full 16-inch size. Wedged joints hold body securely to fire pot. Handy shaker door. Height 50 inches. Fire pot 15 1/2 inches. Feed door 9 1/2 by 8 1/4 inches. Floor space 21 x 21 inches. Pipe collar 6 inches. Nickel trimmed. Full cast base.

HARTMAN FURNITURE & CARPET CO.

3913 Wentworth Ave. Dept. 2969 Chicago

Enclosed is \$..... Send the article or articles marked X in ☐ below. I am to have 30 days' trial. If not satisfied, will ship the merchandise back and you will refund my money and pay transportation both ways. If I keep it, I will pay on monthly terms stated until price is paid.

- ☐ Plaid Blanket No. 216BBMA45. Price per pair \$7.85. \$1 down, \$1 monthly.
☐ Regent Heater No. 387B MA23.
☐ Price \$24.95. \$1 down, \$2.50 monthly.

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City State

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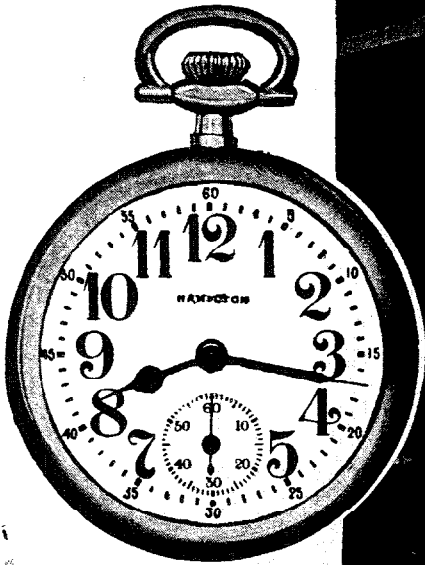
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Hamilton Watch

"The Watch of Railroad Accuracy"



Engineer F. J. Mink of the New York Central Lines is known as "The Chief" on the New York-Albany run, because he's handled a throttle for thirty-one years. For ten years he drove the Twentieth Century Limited on his division, with the *Hamilton* he carries, and established an enviable record for running on schedule.

Are you being handicapped with an inaccurate watch ?

THERE'S probably no line of work where punctuality has more to do with a man's success than in railroading. If your particular job must be done to a time schedule then your efficiency record is at the mercy of the watch you carry.

There are two very real reasons why the Hamilton has become the most popular watch among America's railroad men:

Its day-in-and-day-out dependability—its ability to stand up under railroad work and give long years of unvarying satisfaction.

Have your jeweler show you Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels). These famous railroad models make time inspection a mere matter of routine.

Write today for "The Timekeeper"

An interesting booklet that pictures and describes all the Hamilton models. Prices are given and they range from \$40.00 to \$200.00. Movements alone \$22.00 (in Canada, \$27.00) and up, for the Hamilton Masterpiece in extra-heavy 18K. gold case.

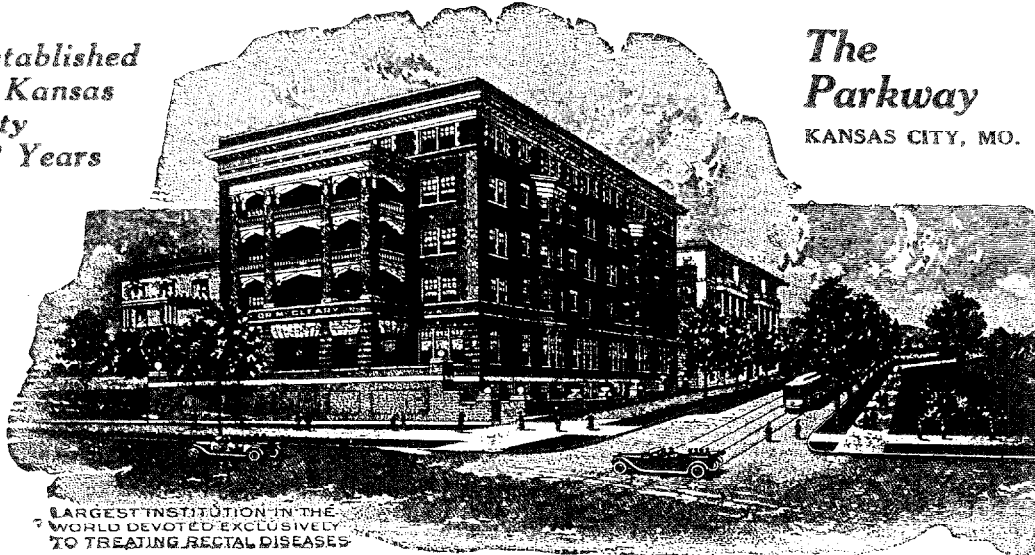
HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

Piles Cured Without Surgery

IN ANY FORM

*Established
in Kansas
City
23 Years*

*The
Parkway*
KANSAS CITY, MO.



LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

No knife, no scissors, no clamp and cautery, no "red-hot" iron, no ligature, no electricity, no chloroform, or other general anaesthetic.

I CURE EVERY CASE OF PILES I TREAT BY MILD SERUM-LIKE TREATMENT OR YOU NEED NOT PAY ME ONE CENT

I will furnish you the names and addresses of 4,500 business, professional and traveling men, farmers and stockmen, women and children from all over the United States and Canada, whom I have cured.

I convinced them as I can convince you, that: First—That no matter what you tried without success, your piles can be permanently cured positively

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

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

THE KANSAS CITY CHAMBER OF COMMERCE SAYS:

"Dr. McCleary is considered very highly in the medical profession in this vicinity. He has a large establishment on Tenth Street and Paseo.

"We do not hesitate to recommend Dr. McCleary, as everything goes to prove that anyone will undoubtedly receive splendid treatment in his hands.

"We shall be glad to hear from anyone at any time if additional information is wanted."

(Signed) J. H. RAYBURN,
Industrial Commissioner.

THESE BANKS ENDORSE:

The undersigned heartily endorse the above statement by the Chamber of Commerce and commend Dr. McCleary for his high professional standing and ability as a specialist in rectal troubles.

Commonwealth National Bank, National Bank of Commerce, Gate City National Bank, Central Exchange Bank, Columbia National Bank, Home Trust Co., Merchants' Bank.

(All of Kansas City, Mo.)

I also refer you to your home bank or commercial club, as they can easily verify the above statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also my Seven-Day Trial Offer and Book on Rectal Diseases free.

DR. A. S. McCLEARY

651 THE PARKWAY
Tenth and Paseo

KANSAS CITY, MO.

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

CARPENTER KENDALL
Editor, Libertyville, Illinois

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To Officers and Employes:

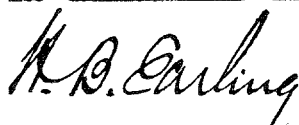
Another year has passed and the Christmas period is near. The year has been one of unusual perplexities and difficulties, but our road has emerged with renewed energy and interest in its welfare by our officers and employes, and the management desires to extend to all who have so effectively assisted in building up and supporting our splendid organization, the Season's greetings and best wishes for themselves and their families.



Vice-President.



President.



Vice-President.



Vice-President.



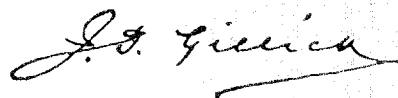
General Manager.



Vice-President.



Traffic Manager.



General Manager.

Think Safety First

To the Editor:

Replying to your request to give you something on Safety First, I beg to say:

A few years ago the occupation of railroading was considered "extra hazardous" and it was taken pretty well for granted that accidents on railroads were unavoidable, and, when a man was hurt, his fellows generally were sorry and his friends outside of the railroad business accepted his injuries as a matter of course, as it was expected that any man in the railroad business took greater chances than men in other lines of industry.

Finally some wise railroad man conceived the idea that there was not as much extra hazard in moving cars and engines as there was supposed to be and so started the Safety First Movement. Of course, the pioneers in Safety First advancement were the air brake and the automatic coupler and the installation of other safety devices required by law. While these improvements helped, they did not by any means eliminate a large number of accidents in railroad service which had nothing to do with the "extra hazard" of moving cars or engines, and an analysis of accidents on railroads indicated that a great many of the casualties were due to improper methods of working and thoughtless and careless acts on the part of workmen. The Safety First movement got its real start when that fact was realized, and the results on most railroads have proven the correctness of that point of view.

In 1917, an average of one man in three employes was injured during the year on our railroad; in 1918, after the Safety First movement had had a good start, there was an injury to every four and one-half men on the railroad; in 1919, there was an injury to every five men on the railroad.

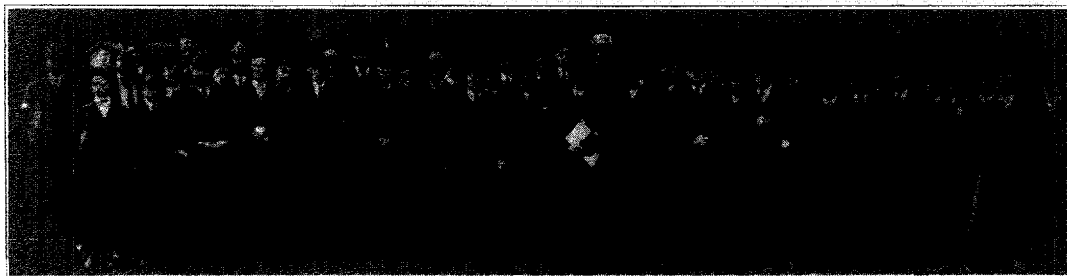
The total killed, including employes, passengers, trespassers and others, was 296 in 1917, and 16,825 injured; in 1918 there were 210 killed and 13,963 injured, and in 1919, 167 killed and 13,264 injured. There were less than half the number of employes killed in 1919 that were killed in 1917, and 3,200 less injured, with 15,000 more employes.

These very satisfactory results have been obtained from the fact that our employes are thinking SAFETY in their work. It is a very interesting fact that you seldom see a member of one of the Safety First Committees get hurt, which, undoubtedly, is brought about by the fact that the members of these committees have their attention drawn to Safety First more generally than the average employe.

None of us can afford to lose an eye, or an ear, or a leg, ourselves, and we do not want our fellow employe to lose any of his; so that, if we are going to be the safest railroad in the country, as well as the best, we are all of us going to think Safety First, and when we do we will act with Safety.

Yours very truly,

B. B. GREER,
Vice-President.



"The General Staff" at Milwaukee Shops

Mr. Gillick and Mr. Silcox were at the shops the 21st and again the 25th, attending the general staff meeting the 25th and 26th. We took a photo of the group at the dinner hour. Here was a case where the generals had to "toe the mark," and some were over the mark. A unique feature of the meeting this time was moving pictures shown

of couplers, air-brake service, etc., by C. S. LaBau and R. Barnard, an innovation that was much enjoyed by the half hundred men present. The upper vacant floor of the old S. M. P. office building had to be brought into play, the only "large hall," using sleeper chairs and berth curtains.

pected visitor, motioned toward a chair which McGaffey looked at suspiciously, then took up, carrying it over to the wall, and placing it with particular care at the proper distance, he sank onto it with a sigh and tilted his head back against the new wallpaper. "No," he continued, "she said ef I come down here to tell you the way I bin treated, I'd hev to leave off the smoke. But I ain't a-goin' to trouble you long, ma'am, and I'll jes' say my say and be gone. I hev to be gittin' back to take 93 out in the mornin', and it's quite a distance frum here. Y'see I didn't git no permission to leave, and didn't make no 'rangements to pertect my run; otherwise I might like t' stay and look 'bout your country a little. It's quite a bit diffrent fr'm the country I live in,—no mountains, 'r canyons, 'r heavy grades, seems like; and no blizzards, I expect." The Editor smiled. "Yes, I'd like to ride 'round over this here part of the railroad a bit. Y'see I ain't familiar with these Lines East, and now 't I'm here, I'd like to git acquainted a bit. I would, really. But that ain't what I cum fer, ma'am. No, sir—ma'am, I mean. What I come fer was t' say that I ain't a-goin' to git inter the Christmas Number, like I allus hev, and I couldn't git no sort o' satisfaction fr'm that woman out there that allus puts me 'n Edwards 'n Sandy 'n the rest o' the bunch into that there Magazine. We got ourselves all ready. I got a lay-off to go over'n tell her the best kind of a new story, 'n the boys 'lowed they'd go along, too. It was all 'bout a girl an'—but then I don't s'pose **you** c'd put it down right ef I was to tell you. You'd spell the words wrong, an' I expect you'd fix it all up, ladyfied. No, sir—ma'am, I mean—I don't think you c'd tell my story like it ought to be told, so I better let the yarn go, and jes tell you how dis'-pointed me'n the boys is. I expect Edwards'll be reel mad, too. He don't never say much, when I'm talkin', but he listens right 'long, and he allus tells me 'fore I begin that I must sure tell 'bout his eye shade 'n everything. Oh, yes, he'll be kinder mad I expect. But then so'll all the rest of them, not to say nothin' 'bout all them folks that read that there Magazine. I'm sure

sorry on their account, 'cause I know how they allus looks fer me and expects to hear my Christmas story. Well, when I got down there, I ask that young woman, was she ready to write me up, and she told me to wait a while, she'd been busy 'n hed a bad cold, 'n was housekeepin', 'n hed bin travelin', 'n so forth. So I waited, but she never got no action on, 'n finally I knowed it was gettin' on to be time, 'cause she'd allus bin so pertic'ler about me bein' there on time before; 'n so I ask her again, but she shook her head and said she was busy, 'n I don't think she thought I had much of a story this year anyhow; but that's where she was mistaken, sir—ma'am, I mean. I had a corkin' good one, ef she'd only bin willin' to hear it. Ef I tho't you c'd write me up the way she done, I'd tell it to you, but it takes a special lot o' brains to write them stories, an' I'm 'fraid you'd jes' natchelly ditch the whole works.

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A Proposal

As is the mint sauce to the lamb,
As is the fried egg to the ham,
As is the sugar to the jam,
Are you to me.

Like pork without the apple sauce,
Like hot-cross buns without the cross,
Without your love, a total loss
My life would be.

Like apple pie without the cheese,
Like juicy lamb without the peas,
Like lemon ice that would not freeze,
Would be my life.

You are the syrup to my cake,
You are the mushrooms to my steak,
And so I beg you for both our sake,
Oh! be my wife.

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Would be my life.

You are the syrup to my cake,
You are the mushrooms to my steak,
And so I beg you for both our sake,
Oh! be my wife.

FIFTY YEARS*Jos. Opie*

Fifty years is a long time, in the lifetime of any one man. The last half century has unquestionably been the most important half century in our country's achievements, and I am inclined to think that it has been the most important half century in the life of the old world itself. When I look back over the fifty years of intervening time, I am impressed with what it has done to this great Northwest of ours, and I am impressed with what it has accomplished in the old Chicago, Milwaukee & St. Paul Railway System. I can see the little old engines that we used fifty years ago, with their flaring smokestacks that seemed to be even bigger than the engines themselves, and which, like a church steeple, seemed to be the most important part of the contrivance. At the same time I see the prairies of Minnesota and Iowa, with only an occasional shack here and there, and I see the development of fifty years, which has put a good set of farm buildings, with large barns, silos, and all the modern conveniences, onto almost every eighty acres of land, and I marvel at what a half century has accomplished. And the Milwaukee System has been an important factor in this development of our Northwest. If it hadn't done its full share in this development, we wouldn't need at present to feel any particular pride in the Milwaukee System. The mere fact that it's gone on and handled its freight and carried its passengers, is not enough. It's a public service corporation, and must have served the public; and the highest service that an early railroad could do, was to develop the country into which it sent its feeders. The Milwaukee has done this, and I think that every one of us "fifty-year men" can look back at this development with a great deal of pride and satisfaction. Fifty years ago, probably each of us thought we were some day going to occupy the exalted station which our honored veteran, Mr. Earling, occupied so well and successfully; yet, though we couldn't all be president of the Milwaukee System, we could, and I hope we all have done, our particular bit, in its development. I do not hesitate in suggesting,

too, that some of these old codgers are some of the most loyal employees that the Milwaukee has ever had.

Loyalty has been an important word, during the last few years; loyalty to the best government, over the best country on God's footstool, ought to be carried a step further, and be made loyalty to any enterprise in which one is engaged, whether it be in the most exalted station, or in the most menial job that has to be done by man. I have no hesitancy in suggesting that the old fellows whose loyalty has been proved, should be continued in places where loyalty is needed.

When a farmer breaks in his young colts, he usually tries to break them in with older and more sober animals, sturdy old fellows that he knows he can rely on. The steady old fellows on the Milwaukee System, whose loyalty can be relied upon, may well be continued for the same purpose, to help instill a loyalty and interest in the younger men who are coming on to fill the places of importance. After this recent period of stress and storm that has followed the war, when there has been so much of this so-called "spirit of unrest" permeating the people of all lands, it is with a great deal of satisfaction that we can now feel that we are getting back again onto more solid ground, that the unrest is giving place to more stable conditions, and that the feeling that has been injected into many of the men by agitators who have no interest in anything stable, is giving place to a greater loyalty to country, home, and job, and a more earnest desire to give a day's work, for a day's pay.

The railroad systems of our country are the arteries of the body politic. If our lifeblood is polluted with infection, we cannot hope to have good results anywhere in the whole system. Poison injected into the veins, in the most remote portion of the body, will get to the heart, and then it spreads throughout the whole body; and in like manner, poisonous propositions injected into the smaller railroad systems of the country, will work into all the arteries and veins and affect our whole railroad system. My idea is that our railroads should continue to stay out of politics. The so-called "Plumb Plan" that would

make our railroads a prey of every so-called labor leader, and the government ownership proposition, which would make the railroads subject to the whims of every popular political agitator, have nothing in them that seems to me attractive. From the standpoint of our country at large, whom the railroads must serve, from the standpoint of the railroad men, who actually perform the service, from the standpoint of the public who are served as patrons, and from the standpoint of the stockholders who have invested their earnings, it would seem to me that safe, sane and reasonable methods must be employed, methods that have been tried out and proved satisfactory, instead of adopting plans which, to say the very best of them, are untried, and which appear positively harmful. Good pay for the men, and good service in return, is certainly not objectionable, but this constant hammering that the railroads have been having, cannot produce good results. They need to be now permitted to get their equipments back into condition to handle the ever-increasing business which the railroads must be prepared to handle, and they must be allowed to again be restored to the confidence of the people of our country, so that our people in general will continue to put in their savings, so as to furnish the necessary money to restore our systems to the standards which they had before the war.

I congratulate the officers of the Milwaukee Railroad, in the extensions that have been made in the past. I am glad to see its increase in size. We feel, of course, a pride in our baby which we helped to nurse and feed some fifty years ago; but it isn't the size that we have the greatest pride in, although we would like to see the Milwaukee be the largest system in the United States; it is most important to all of us, to see the old Milwaukee system where it used to be—the best system in the world.

Some Cow!

A Long Island animal was advertised for sale by her owner: "For Sale—Cow that gives five quarts of milk a day, also two grindstones, one set of harness, and a hay rake."



Mr. F. E. Weise

Annual Convention of American B. & B. Association

The thirtieth annual convention of the American Bridge and Building Association, held at Atlanta, Ga., October 26 to 28, was one of the most interesting and successful in the history of the organization.

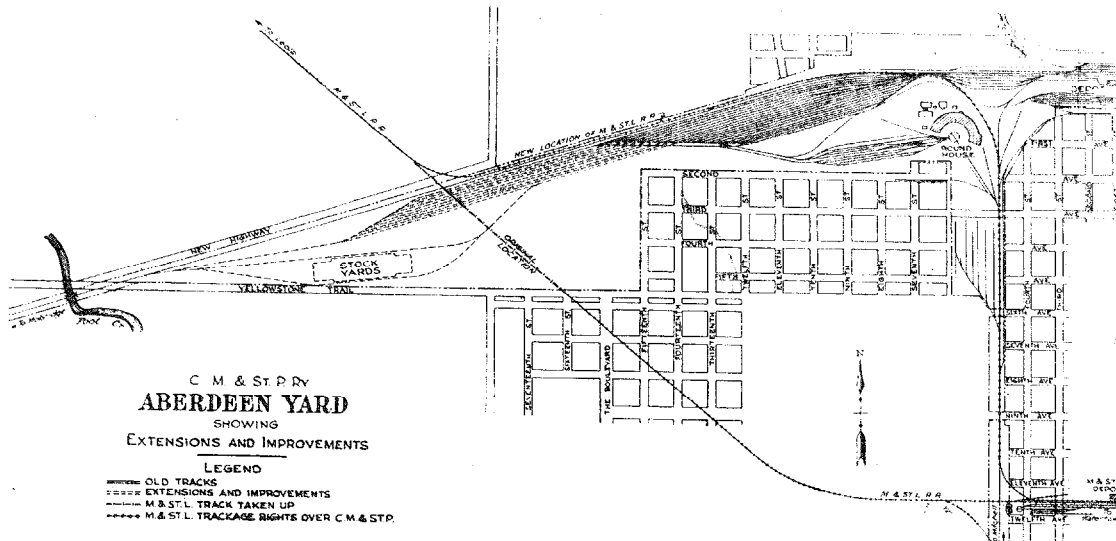
Over 250 members were in attendance, many of whom were accompanied by their wives and other members of their families. A special train was provided for the party of more than one hundred coming from Chicago and points west. Stops were made at points of interest along the route of the Big Four and Southern Railways, and a tour of the historical sights and scenes in and about Chattanooga was afforded.

F. E. Weise, of the office of the chief engineer of the Milwaukee, president of the association during the past year, presided at the meetings, and in his opening address Mr. Weise made special reference to the period of railroad reconstruction through which we are now passing and emphasized the imperative needs of restoring the physical condition of the structures, as well as the necessity of bringing back the old-time morale of the forces.

Many interesting reports were read, with much able discussion following these. The subjects reported upon included the "Abuse of Treated Material," "The Use of Electricity for Pumping," "The Repair and Maintenance of Tank Hoops," "Spray Painting," "The Maintenance of Timber Docks."



Milwaukee B. & B. Men at the Convention



Aberdeen Yard Improvements

A. G. Holt

The old terminal yard at Aberdeen, S. D., sufficient in size to care for the business passing through it in times past, had, within recent years become quite inadequate for the increased traffic. The matter of needed extension and improvements had been discussed many times during the past few years, but not until early this year was a definite plan agreed on, and necessary authority procured to go ahead with the work. Careful plans were prepared by the engineering department, embracing a scheme of yard changes and additions required to handle the expected great increase in traffic which, in all probability, will come in future years—but with the work so arranged that only such parts as were immediately necessary might be added from time to time, as occasion required, with the least expenditure and with the minimum of interference with the operation of the existing parts advancing in this manner towards the ultimate arrangement.

Authority was secured in May to proceed with the first unit, and the work of construction began immediately. Although a backward and unusually wet season often retarded the progress, although materials were often difficult to secure quickly, and labor was hard to keep on the job, the work was pushed as fast as possible, and at this time is practically completed.

For the benefit of those unfamiliar with the situation it may be stated that the old yard consisted essentially of twenty tracks, none of them long enough to accommodate the long freight trains frequently required to be handled, making it necessary for such trains to be broken up and set out on two tracks. Near the west end of the yard, the Minneapolis and St. Louis Railway main track crossed our main track at grade; the space between was occupied by this company's stockyard, and beside the stockyard

was an important grade highway crossing our main track, so before any tracks could be extended westward these obstacles had to be removed. At the east end of the yard the engine house and other terminal buildings are located, and beside these is the car repair yard. Switching in the main yard was done at both ends.

Although the work now nearing completion is but a unit in expected future improvements, like all preliminary construction, the cost seems considerable, since it is thought approximately \$350,000 will have to be expended on this work. First of all it was found necessary to purchase over fifty acres additional ground. No extension of the yard could be made eastward on account of lack of space, and before any westward extension could be made it was necessary to abandon the old stockyards, which had a total capacity of only twenty-five cars of stock, and long known to be insufficient in size to care for stock en route to markets at St. Paul and Sioux City. Aberdeen is a point where stock en route to eastern markets is unloaded, fed and rested before resuming the journey. Much stock that would ordinarily be fed at Aberdeen was taken through to feeding yards at Montevideo or Mitchell instead, thereby creating crowded and unsatisfactory conditions at those places. A new stockyard having a capacity of 125 cars of stock, and fully equipped with double-deck chutes, feed pens, sheds, concrete pavement in alleys and hog pens, adjunct buildings, and electric lighted throughout was first built, then the old yard was removed.

The next obstacle was the M. & St. L. main line which effectually blocked the necessary extension of yard tracks. An arrangement was made with that company which resulted in our building a track for their use over which their trains could be operated around the yard instead of through it, as would

have been the case had the yard tracks been extended across their main track. The highway crossing was likewise relocated, a new highway, three-quarters of a mile long, was constructed and considerable work done improving portions of connecting highways. These crossings, being now eliminated, room was available for yard extension to the west, and 40-yard tracks were laid, making the same number of old yard tracks each about 3,000 feet longer, and increasing the car capacity of the terminal yard from 800 to 1,400 cars. The remaining old yard tracks remain undisturbed, being utilized for shorter trains and general switching purposes. Suitable trackage to serve the new stock yards was also constructed and arranged in a manner so stock trains would not interfere with switching in the main yard.

The completion of the present authorized work at Aberdeen represents a definite step taken in a broad program of reconstruction by which the Milwaukee road expects the better to serve the public, and keep a little ahead, anticipating the growth and development of the country. It makes possible now the quicker and more efficient handling of all freight trains to and from the four directions by which Milwaukee lines radiate from Aberdeen and provides much more satisfactory and economical facilities for handling stock shipments, relieving at the same time the demand on the overtaxed capacity of the stock yards at Montevideo and Mitchell.

The Aberdeen yard improvement work was in charge of the engineering department, District Engineer A. Daniels having general local supervision, while Assistant Engineer H. G. Crow had direct charge of the work at the site.

Car Department Troubles

H. R. Jones

(The following paper was read by Car Foreman H. R. Jones at a recent meeting of the LaCrosse Get-to-Gether Club. Copy of this paper should have reached the Magazine in time for the October number, but owing to the wrapper having been misdirected, it did not reach the editor until November 3d. Mr. Jones treats of Car Department Troubles, and "How Other Departments Can Help," and what he says is good medicine, not only for the LaCrosse car department and for the LaCrosse Get-to-Gether Club, but his suggestions will be found efficacious in similar work all over the System.—The Editor.)

As the Get-to-Gether Club has assigned to me this evening "The Car Department and Its Troubles," it gives me great pleasure tonight to say a few words on this interesting subject. As you all know, this department is one of the most important departments on the railroad. First, the very life and existence of this country, and every other country, depends on cars; the cities for their food and merchandise, and the farmers to ship

their products; cars to carry the commodities of this vast country to the Atlantic and to the Pacific to be shipped to all corners of the world—and to accomplish this successfully the carman has got to be constantly on the job to see that there is not a seamy wheel or sharp flange, cracked arch bar, cracked wheel, brake rigging in good condition; also the triple valve working perfectly, and a number of other things that need not be mentioned.

I might also mention our passenger equipment that carries the public in safety at the rate of from 50 to 60 miles an hour. If the inspectors were not wide awake to their duties at all times, hundreds of people would be in danger of being thrown into eternity at any minute through a broken wheel, or broken flange, or truck hangers coming down. Now I think I have shown the responsibility there is to this work. I am now coming to the real topic of the evening—"The Car Department and Its Troubles and How the Other Departments Can Help."

We will take Mr. Switchman first (bless his heart!). He is the fellow who can help the car department. Watch him in the yards kicking cars. There he is throwing the switch. All right, Bill, give her high ball, 40 car lengths, and, by the way, the cars have got to go 15 car lengths; down they go, bingo, broken train line, end busted out, broken timber bolts. Train is now made up, inspector goes around the train, finds three or four bad order cars. Trainman comes along something like this:

"Say, Mr. Inspector, how is the train?"

Inspector: "Three bad orders to be kicked out."

Trainman: "What the —! Can't you fellows see the bad orders until the train is made up?"

Inspector: "Yes! but the last time I inspected these cars they were O.K."

Mr. Trainman: "Oh, well, that's the old story."

Next the car foreman gets a letter something like this:

"Train 69 delayed 20 minutes getting bad order cars out of train. Why were not these bad order cars found before same were put in train? Give me full explanation and name of inspector who was responsible for the cause of this delay."

But, thank the Lord, this is not the way the switchmen at LaCrosse do. This is more like the men we have here, and the way they do it here:

Bill meets Tom, both switchmen.

"How did it go today, Tom?"

Tom: "Fine! Not one draw bar out, not a broken train line or end busted out. Say, Bill, I have come to the conclusion that these carmen are getting plenty bad orders without us switchmen making any."

"Outside of the cost of labor and material, delays and loss of prestige that our company suffers through these delays, it goes without saying that if we hit a car hard enough to bust the end out, that whatever is in that car is bound to be broken also. Let's figure it out, Tom."

"All right, Bill."

Bill: "Car of autos down on the rip track the other day with the end busted out, draft timbers broken, fenders and wind shields broken on three autos. Now, let's see how much it will cost to repair the damage to the car alone."

"Material \$44.11, labor \$28.84, a total of \$72.95. I am not able to estimate the damage to the autos, not alone the damage, but the delay as well, and that is a big item, the man is waiting for the autos, and imagine his disgust when he receives them in this condition. I tell you, Tom, these things are bad knockers for our road. The quicker and safer we get our cars over the road, the better satisfied the shippers and all concerned are going to be, and they will patronize our road in preference to another road, and it goes without saying that the company will make money, and we will benefit by it. It will make more business, we will have better cars, better engines and better tracks, because our road will become a paying proposition."

I'm glad to say these are the kind of men we have in LaCrosse.

Second, use good judgment in making trains up.

Did it ever occur to you that you can see at a glance whether good judgment has been used in making trains up in a train of 75 cars or so? You can realize the strain on the first few cars in a train of that size. In some yards, regardless of the condition of the cars, you will see some of the poorly constructed cars right at the head end of a train of that size with the best cars at the hind end, and what are the results of trains made up this way? Train might get out of the terminal all right, and might not, just depends upon the yards they have to start from. Very often they get out on the road and the draw bar comes out, and we are compelled to send a man on the road to repair it. There is a delay to the car of at least 24 hours and the man when he gets there has not the facilities to repair the car that he has on the rip track. Therefore, it takes double the time and expense to repair that car and about a month trying to explain why it was necessary for carman to work overtime. I am not saying that this can be entirely eliminated, but it can be reduced to a great extent, if the switchmen who make up the trains will use good judgment.

Next comes the maintenance of way men.

Here is the man on whom we all have to depend a great deal. He sees to the low joints, spread track and broken rails and so on that causes the car department a great deal of trouble if not watched closely. I presume some of you gentlemen have been at the scene of a derailment and naturally have inquired of the trainmen or whoever else you meet as to what was the cause of the derailment, and nine times out of ten you get this answer: Brake rigging down, a sharp flange that climbed the rail. While as a matter of fact (not always) it is a

spread track or a low joint, or an uneven joint, for even one-eighth inch on a curve where the wheel hugs the rail will cause the wheel to climb, resulting in a derailment.

There is another class of men (I do not know for certain what department they belong to, and it would not be fair to accuse one department on account of one man) who causes us quite a little trouble in taking packing from one car and putting it in another, and sometimes takes packing from a journal box to start a fire without even notifying the inspectors of the fact. The results are some of the cars will go out and run hot, trainmen's report shows car had no packing in the journal box and the car foreman gets "Hail Columbia" for something that his men or himself are not responsible for, and I wish that every one of you, if you see any one taking the packing from the box, would remind him of the seriousness of this. If you do not care to do this, let the inspectors know so they can see to the car before it goes out. If the packing is taken out and is not found out in time under a heavily loaded car, it will burn the journal right out, then we have a wreck that may cost the company thousands of dollars and might cause some trainman's life. It is to the interest of every one of us as well as for the interest of the company to watch out for these seemingly small things. It is far better to hurt one man's feeling than to have another man lose his life.

Next comes the engineer and train crew.

We all like to watch an engineer bringing his train in or starting out, and we watch with admiration as the man at the throttle comes tearing in with his train and bringing it to a stop without a jerk or sliding of wheels. He is the fellow who wins the respect of the carmen. A careless engineer can do a great deal of damage and cause a lot of expense if he slides his train. It means slid flat wheels and each pair costs from \$50 to \$75, so you can readily see how he can make work as well as expense to the car department. Last but not least, a word about the brakeman.

The brakeman who is always in a hurry to cut out his engine gives the engineer "high ball" before closing the angle cock or making 20 pounds reduction of air to his train so the inspector can have a chance to detect a leak in his train pipe. We will take for an illustration that a train came in with 75 cars and the brakeman cut out his engine without turning his angle cock, it just throws every triple into emergency and each triple costs \$14, and there are 75 of them misused more in these few seconds than would be in a year of fair usage. I do not say that all those valves have been hurt to such an extent that they cannot be worked, but it is bound to hurt some of them and bring unnecessary strain on all the brake equipment and the next man who takes the train out might find out too late that there is something wrong with the brakes that was probably caused by the brakeman who cut the other engine off, and to the sorrow of all, some life may be lost and thousands of

dollars worth of equipment gone. Now, don't misunderstand me. You might say the engineer ought to test his brakes before he leaves his terminal. Yes! I am very well aware of that, but I do hold out that there is a great possibility of the equipment being strained so apparently it acts all right under ordinary conditions, but there is always the danger that the second engineer may want to use his emergency in case of accident, and under the second strain the weak spot would easily give and he could not control his train. I still maintain that the brakeman who cuts his engine off is doing a criminal act in every way you look at it. Every triple valve costs fourteen bucks, and there are 75 of them, making a total of \$1,050. Now, I am sure you gentlemen know how you can help the car department by many a little act that takes only a minute, not only the car department, but also our company who have paid the money for the equipment and for the sake of yourself and fellow men. There is a lot more that could be said on this interesting topic, but time will not allow it, as I want to let the carman himself have something to say and the topic is so big I cannot in this short time do more than touch the edges; but I might add if we do all in our power each and every department to help the other fellow, we will gain through our effort the honor of working for the most efficient railroad company in the country. It is up to us to make it so, and let's get together and say it is going to be so.

A Sale of Uniform Cloth

The navy department is holding a sale of uniform cloth of excellent quality and finish, and in every way suitable for uniforms for railroad men. The cloth is the regulation navy dark blue, of Melton and Kerzey finish, in 18 and 30-ounce weights, and the sale price is \$6.00 per yard for the 30-ounce weight and \$5.25 for the 18-ounce cloth.

In quantity purchases amounting to \$250 or more, this price is reduced to \$3.80 per yard for the 30-ounce cloth and \$3.23 for the 18-ounce weight. The cloth is guaranteed all wool and of fast dye, 54 inches wide, 50 yards to the bolt. These prices are f. o. b. Great Lakes, Ill.

The foregoing information is published in the interest of the reduction of high costs, as it seems to present a real avenue toward reducing an important item of cost for railroad men whose duties require them to appear in uniform.

In order to avail themselves of the lowest price on these cloths, it is suggested that the men combine their orders and purchase in quantity. Samples of the cloth and any further information desired may be obtained from Lieutenant Commander N. B. Farwell (S. C.), U. S. N., Senior Member Board of Survey, Appraisal and Sale (Department R), Naval Training Station, Great Lakes, Ill.

Church Extension Work at Bensenville

Arrangements have been made to place an old passenger coach on side track at Bensenville, Illinois, for the use of a committee of the Mission Board of Church Extension Work for the purpose of holding night services and meetings at other suitable times; and to carry on their mission work among Mexican laborers in that vicinity. This Mission Work is being carried on at various places in the environs of the City of Chicago, with most satisfactory results, not only from a religious, but in the direction of Americanization, increased contentment in their work, greater loyalty to their employers and a better understanding of the civil conditions of this country.

Obituary

On November 1st, Laurant B. Juneau died at his home in Milwaukee, after a long illness. Mr. Juneau was a veteran in the Milwaukee service, having commenced work with the company in 1885. He joined the Veterans' Association, and during an illness of several years he always maintained an enthusiastic interest in the doings of the association, through the reports which came to him in the Magazine. His many friends in Milwaukee extend their sympathy to his sorrowing and devoted sisters and other relatives by whom he is survived.

Your Duty.

S. A. Matter

Come do your work with a cheerful smile,
Waste no time on idle play;
In this world there's a duty before you
To carve your future whatever it may.

It's not all luck in this big old world
But the test of your ability;
So leave your little knocker behind—
Be a booster and work with all sincerity.

That all men are born equal
Is a saying true and old.
Make up your mind to forge ahead
And you'll soon find that pot of gold.

Opportunity knocks but once, they say,
But I know that it's not true;
For if you keep your eyes and ears wide open
Many opportunities will come to you.

AMBITION—that word with the mighty meaning—
If you have it you'll sure succeed.
Just keep on working hard and steady
And SUCCESS in golden letters you'll read.

There's many a hard knock you'll encounter
When you're striving to reach your place;
But grit your teeth and smile your hardest,
And you'll surely win the RACE.

Dilly O'Dooley says it is a poor engine that won't "pull" for the railroad company.—
N. Y. C. Magazine.

The California Empire

E. K. Garrison

I might preface my remarks with the story of the booster from the Golden West who, on a trip to his former home in Iowa, chanced to pass an undertaking parlor where services were being held. It seems the deceased was a stranger in the community and the minister, after reading the usual ritual, called upon those present for the eulogy; our transplanted Iowan arose, stating he was not acquainted with the departed, but, if there was no objection, he would like to say a few words about California.

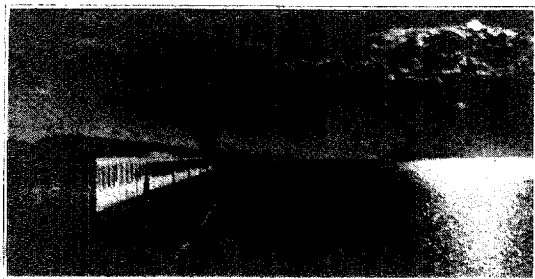
So it is with our magazine—it contains a lot of interesting matter about happenings "at home," but now that our off-line agencies have been re-established, it may be of interest to hear something of a "foreign territory." Hence, I will start the ball arolling and endeavor to give you some idea of the "Land of Promise and Fulfillment."

Leaving Chicago at 10:30 a. m. on the Pacific Limited, the San Francisco overland now operating via our railroad, we pass through the granger states of Iowa and Nebraska, and onward over Wyoming's rolling prairies, once the home of the Buffalo, but now the feeding grounds of the "contented" steer, soon to be transformed into beef, for it is this section that Chicago depends upon to some extent for its meat supply. On the second day of our journey we reach Utah, the Mormon state, with its beautiful fertile valleys and snow-clad mountains, arriving at Ogden, the western terminus of the Union Pacific Railroad and its connection with the Southern Pacific. From Ogden we soon cross the Great Salt Lake over a trestle forty miles in length, known as the Lucin Cutoff, an engineering feat of national prominence which was conceived and executed by the late wizard, E. H. Harriman. The old line circled hills with many grades and necessitated a minimum train tonnage, so the trestle not only accomplished a shortening of mileage, but eliminated the grades as well. On we go through western Utah and into Nevada, the contour of which is very similar to Wyoming, and, likewise, a cattle and sheep country, contributing to Chicago's food supply, but which, in addition, is rich in minerals—gold, silver and copper.

The entrance to California is made within sixty hours after leaving Chicago, but during the wee hours of the morning. Progress from this point, however, is slow, as a long climb up the Sierra Nevada mountains is negotiated, but, inasmuch as the width of the state is over two hundred miles, entailing an all-day ride, a variety and an abundance of scenery awaits us at daylight. Reaching an altitude of over seven thousand feet, the descent is made through the picturesque American River Canyon, with its wonderful streams and lakes below and the dense pine

forests on the mountain sides. It was in this vicinity gold was first discovered and which, no doubt, is responsible for the state's existence. Slowly we wind our way down, through tunnels and snow sheds (the latter some thirty miles in length) and on into the Sacramento Valley, the heart of the delicious fruit belt, from which sections some forty odd thousand cars of fruits, rice, hops, olives and nuts are shipped east annually. At 4:35 the "Pacific" is due at Sacramento, the capitol of the state, a thriving community of 50,000 people, ninety miles east of San Francisco, and, after a brief stop, we are off on the last lap of the trip, but before reaching the "Bay City" the tenderfoot has another treat in store, for at Benicia the whole train, engine and all, is placed on the largest ferryboat in the world and carried a mile and a half across the Straits of Carquinez to Port Costa. There are two boats in this service, each having a capacity of eighteen passenger cars and two locomotives. The ferry operation is made necessary by the fact that at this point the Sacramento and San Joaquin rivers flow into the east end of San Francisco bay, and the water passage is used extensively by ships and river steamers, the latter plying between San Francisco, Sacramento, Stockton and way stations. The building of a bridge has been contemplated by the Southern Pacific for many years, but deferred on account of some controversy between the government and the railroad as to the character and location of the structure.

From Port Costa the track follows the shore line into Oakland, the east bay terminus of the Southern Pacific; adjoining Oakland are Berkeley and Alameda, the tri-cities (often referred to as the bedrooms of San Francisco), with a population of 350,000. Oakland, the largest of these municipalities, is spending millions of dollars improving its five miles of water front and is making wonderful progress as an industrial center; four large shipbuilding companies are located there, which, in conjunction with other plants on San Francisco bay, built during the war period ninety-seven cargo ships aggregating a million tons, and one hundred and ten naval craft, including three superdreadnaughts; at present they are busily engaged in constructing merchant ships of large dimensions which will keep them going well along into next year. Berkeley, known as the College City, is the home of the state university, the largest of its kind in the west, with an enrollment of 13,000 students. Alameda is called the Garden City, and all three are noted for their beautiful homes and flowers. It is estimated that 75,000 people reside on the east shore and make the trip daily to their business in San Francisco, which involves a four and a half mile ride across the bay. To accommodate this mass of humanity, the Southern Pacific maintains a twenty-minute ferry service throughout the day, their fleet



The Lucin Cut Off

comprising ten large, commodious steamers with a capacity of 3,500 each, and, on the Oakland side, electric trains of the highest type are operated to all points within a radius of twenty miles. Some idea of the efficient service may be gained from the fact that within five minutes after the boat lands all trains are on their way in various directions, and nine hundred of these electric suburban trains leave this terminal within the twenty-four-hour period: they comprise from two to six cars, depending upon the territory served: the coaches were especially designed, are of all-steel construction and seat 116 passengers.

In addition to the Southern Pacific trans-bay service, another company, known as the Key Route, operates ferries and electric trains, serving Oakland and Berkeley, and the two companies handle approximately 100,000 people daily, which, in addition to

panoramic view of "The City," with its seven hills, on which are located many large apartments and beautiful homes, commanding a view of the busy commercial center below, the Pacific ocean on one side and the harbor in the foreground.

Arriving at the ferry building, we are now in the city described by the famous novelist, Bret Harte, as

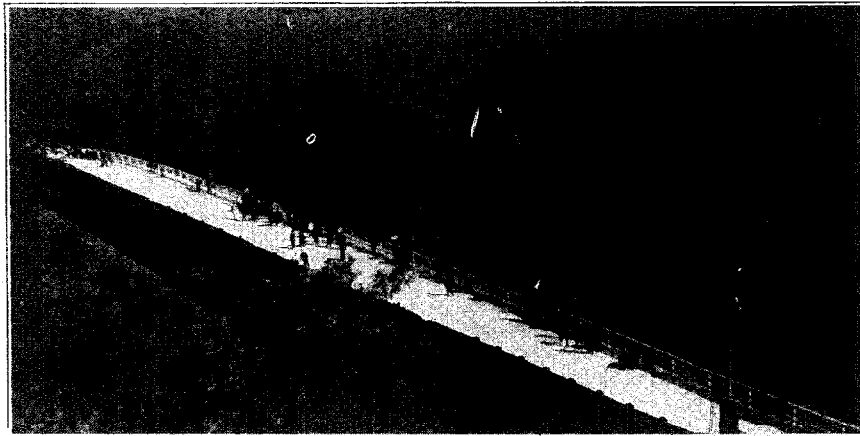
"Serene, indifferent to Fate,

Thou sittest by thy Western Gate."

To appreciate the full meaning of these words, however, one must realize that practically the entire business section of San Francisco was destroyed by fire but fourteen years ago, and from her ashes the beautiful metropolis before you has arisen. San Francisco is located on a peninsula, the ocean on one side, the bay on the other; its area is forty-three square miles, with a population of 508,000. It is the industrial and financial center of the west, the bank clearings in 1919 totaling over seven billions.

There are many points of interest in and around the city—Golden Gate Park, with its 1,013 acres, being one of the show places. The entire area is intensely cultivated, interspersed with lakes, recreation parks, etc., and its long wide driveways lined with foliage of every description lead to the ocean and the seal rocks, where thousands of these animals may be seen basking in the sunshine.

From the cliffs, outstretched before you, lies the "Golden Gate"—the entrance to San



American River Canyon

the regular commuters, includes overland and transient passengers.

Resuming our journey from Oakland, the Red Cap takes our hand-baggage and we board the boat for San Francisco, and an interesting twenty minutes it is, as a general view of the bay counties is on every side. Half way across lies Yerba Buena Island, commonly known as Goat Island, used by the government as a naval training station, while before us is a picture beyond description: ships of all nations and sizes, from the barkentine to the big ten-thousand-ton freight and passenger liners, as well as some of Uncle Sam's fighting "bulldogs," lying at anchor in the bay, and in the distance is the

San Francisco bay, the largest land-locked harbor in the world, where the navies of all nations could be accommodated and still have space for manouvering. The entrance is over a mile in width and well protected by forts manned with long range, high-powered guns, as well as a military reservation comprising several hundred acres and housing many thousand troops, the Western Division Headquarters of the United States Army. The area of the bay is 420 square miles, with a short line of a hundred miles, while the city waterfront is equipped with forty-one piers, providing dockage space for 245 ships, and during 1919 over 12,000 vessels passed through the harbor. The piers, costing \$12-



Prune Orchard in Bloom, Santa Clara Valley

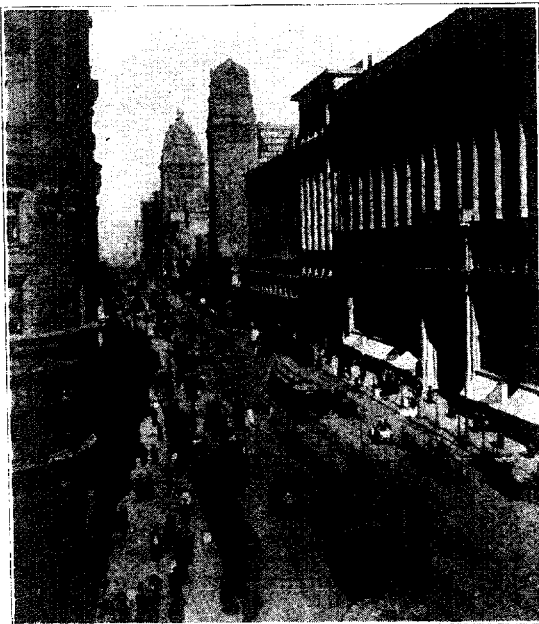
000,000, have track facilities and are served by the Belt Railway, owned and operated by the state, having interchange arrangements with the three transcontinental railroads, the Southern Pacific, Western Pacific and Santa Fe.

The Civic Center, representing an expenditure of ten million dollars, is well worthy of a visit. The City Hall, Auditorium and Library have been completed and the foundation for the State Building is set and ready for the superstructure.

Innumerable auto trips can be made at little expense, and a beautiful country will

be found in every direction. Down the peninsula, on the state highway, are many pretty towns within thirty miles of the city, among them being Palo Alto, the location of the Leland Stanford university, built and endowed by one of California's pioneers, whose name it bears. Many of these hamlets are the homes of hundreds of San Francisco commuters, who object to the bay trip to the tri-cities, and yet want a milder climate away from San Francisco's ocean breezes and seasonable fogs, although our average year-round temperature is 55 degrees.

Another trip within a few hours of San Francisco is through the Sonoma Valley--the home of Jack London and referred to by him as the "Valley of the Moon." One of the interesting points is Petaluma, called the World's Egg Basket, a section devoted to raising chickens in such large quantities that practically the entire coast states are supplied with eggs from this point, and, in addition, several hundred cars of "hen fruit" were shipped to New York this year. Sonoma and the adjoining county, Napa, are also extensive producers of fruits, nuts, hops and grapes, the latter being principally of the wine-making variety--and here I might quote the saying "every cloud has a silver lining," as it is apropos in connection with the grape industry. Before the vote was taken on national prohibition, a strong appeal was made in behalf of light wines, citing the thousands of acres of vineyards and the millions of dollars invested facing ruin. Well, we all know what happened, but--before prohibition, the growers received from \$6.00 to \$8.00 per ton for their grapes--now they are getting from \$100.00 to \$150.00 per ton, and are having a hard time to sup-



Market Street, San Francisco

ply the demand of the eastern buyers. The same condition is true of hops—the growers are receiving 85 cents per pound whereas before prohibition they got from 12 cents to 25 cents. The above territory is served by the Northwestern Pacific Railroad, 285 miles in length, and tapping a redwood and dairy country through Mendocino, Humboldt and Del Norte counties, the extreme northwest portion of the state. This railroad is owned jointly by the Southern Pacific and Santa Fe, and will eventually be extended through to Oregon along the coast.

The trip from San Francisco to Los Angeles, 475 miles, can be made by railroad, boat or auto. The Southern Pacific has two lines between these points, known as the Valley and Coast Routes—the first traverses the interior of the state, through the famous San Joaquin Valley, the largest town en route being Fresno, 200 miles from San Francisco, with a population of 50,000. This section produces the bulk of the raisins grown in the state, estimated this year at 175,000 tons—over 8,000 minimum cars. Several thousand cars of other fruits—grapes, peaches, figs, etc.—are also shipped from this district, and the growing of cotton has been very successful. A hundred miles south of Fresno the principal California oil fields are located, and it may be interesting to know that California in 1919 produced one million barrels of oil, which represents 25 per cent of the total production in the United States.

The Coast Line trains leave from the San Francisco side, Third and Townsend streets station, and travel through the equally famous Santa Clara Valley, producing fruits and nuts, and particularly noted for its prunes, estimated crop this year being 100,000 tons.

Many thriving municipalities are located all through this valley, the first stop after leaving San Francisco being made at San Jose, forty-seven miles south, with a population of 40,000, and the home of the state normal school. The entire country along the Coast Line is not only productive, but historical as well, as this section was first settled by the Spaniards, and many of the old missions built in the early '70s are along this route and still in a fair state of preservation.

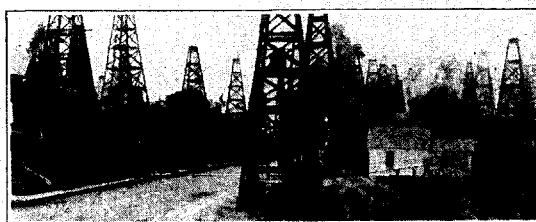
As we proceed further south through an extensively cultivated area, the train winds its way toward the ocean and follows the shore line for more than a hundred miles. One of the most interesting points en route is Santa Barbara by the Sea, a city of 20,000.

Arriving at Los Angeles, the land of sunshine and flowers, we have to watch our step, for this is the mecca of the automobile—of the 400,000 machines in the state, over one-half are credited to Southern California, and nearly 100,000 to Los Angeles County. The "City of Angels" has had a most phenomenal growth—from 102,000 in 1900 to 508,000 in 1920. All sections of the country are well represented in Southern California, particularly the Hawkeye State, as there are more than 50,000 Iowans, and Kansas

is a close second. It is a city of beautiful homes and gardens—the moderate climate is an attractive feature, the yearly temperature averaging 62 degrees and rainfall but 18 inches. With hundreds of miles of paved highways in all directions, coupled with the ideal climatic conditions, it can readily be seen that it is almost imperative to include an auto in the list of "necessities."

San Diego, the extreme southern portion of the state, bordering on our sister republic, Mexico, is a city of 90,000, and enjoys the most equable climate on the coast. The government maintains a naval training station there, and an aviation field as well. Adjoining San Diego is the Imperial Valley, which, up to twelve years ago, was an arid desert, but is now one of the most productive sections, made possible by irrigation from the Colorado river. The annual rainfall is but 2 inches, and the thermometer in summer registers 117 degrees. The soil is of a silt formation and the water from the Colorado heavily impregnated with vegetable matter, which qualifications, in conjunction with the almost continuous sunshine, provide a natural incubator, as it were, resulting in an all-year growing period and early harvest, assuring the highest prices. The principal commodities grown are cotton, grapes, canteloupes and vegetables. The cotton is of the long fiber variety, used extensively in the manufacture of auto tires, and finds a ready market at premium prices and the yield averages 500 pounds to the acre. Carloads of lettuce and other vegetables are shipped to Chicago during the winter months, and this year the valley produced 9,000 cars of canteloupes, most of which went east.

California is 750 miles in length and over 200 miles wide, total area, 155,650 square miles, and a population estimated at 3,000,000. There are 58 counties, 49 of which, containing two-thirds of the population, are in Northern California. The system of highways comprise over 6,000 miles of paved roads. Its diversified products cover practically all commodities, and it is estimated that 150,000 carloads are shipped annually to points east of Colorado, principally the following: Citrus fruits, 50,000 cars; deciduous fruits, 30,000; dried fruits, including raisins, 15,000; canned fruits and vegetables, 25,000; sugar, 8,000; beans, 4,000; nuts, 2,500; the balance is made up of miscellaneous commodities, such as barley, honey, seed, wine, etc., and am pleased to say the "Milwaukee" has always enjoyed a good share of this tonnage.



Oil Wells in Los Angeles Residence District

Safety First

A. W. Smallen, General Chairman

Safety Rally at Savanna, Illinois

There was a general safety rally at Savanna, Ill., October 26th, and it was attended by some 800 railroad men and their wives. Aside from the moving picture entitled "The Rule of Reason," several very interesting speeches were made in addition to Mr. J. T. Gillick's address, who was the speaker of the evening. Others who gave short addresses were Mr. Geo. L. Wright, supervisor of safety of the Omaha; Mr. L. K. Silcox, general superintendent of motive power; Mr. Carl Jefferson, assistant general solicitor, who was the toastmaster of the evening; Mr. Geo. F. Baker, general adjuster; Mr. H. L. St. Clair, district adjuster; Mr. J. F. Kane, district safety inspector; Mr. A. W. Smallen, general supervisor of safety and fire prevention, and Mr. E. W. Lollis, superintendent of Illinois Division, who was the chairman of the rally. Judge Brerdon, a resident of Savanna, favored the audience with entertainment in the form of two well rendered songs.

District Safety First Meeting in Milwaukee

The first of a series of district safety meetings that will be held semi-annually in the future was held in Milwaukee, Wis., in the office of General Superintendent W. J. Thiele, November 16th. The following members were present: W. J. Thiele, general superintendent (chairman); A. W. Smallen, general superintendent of safety and fire prevention (secretary); Col. C. L. Whiting, superintendent Milwaukee terminals; N. P. Thurber, superintendent of C. & M. and Nor. Div.; L. T. Johnston, superintendent of Superior Division; P. H. Nee, superintendent of Wisconsin Valley Division; W. H. Cobb, district safety inspector; Trainmaster Bowen, who represented W. M. Thurber, superintendent of LaCrosse Division. J. A. MacDonald was absent on account of being called to Chicago. He had no representative.

The principal topic discussed at this meeting was the manner in which the division safety first committee should be held and to study the proper manner for reporting same. This being the first meeting of this kind on the middle district, it was thought best to postpone the taking of minutes until the holding of the next meeting, which will be in May, 1921, and at which time all interested will be in better condition to turn in reports of what has been doing during the six months.

On Monday, November 22d, a meeting was held in the Southern District at Savanna, Ill. General Superintendent Weidenhamer was the chairman. Minutes of this meeting will appear in next month's Magazine.

The Northern District safety first committee meeting will be held in the office of the assistant general superintendent, M.

Sawyer, during the middle of December and on the Puget Sound Lines. M. Nicholson, chairman, during either the latter part of December or the first part of January.

Out of Experience

While "stump-speeching" during a safety campaign in the East last June, I visited the plant of a locomotive manufacturing company. As soon as I entered the chipping shed in company with the safety engineer of the works, our attention was attracted by a flurry among three men who were chipping castings with pneumatic chisels.

One of the chippers wore goggles—where they belong—in front of his eyes; another of the trio wore goggles shoved over his cap; the third chipper wore no goggles at all. As soon as we stepped into the room, the workman without goggles dropped his chisel and made a mad dash to the shelf where the goggles were kept. The workman who had goggles on his cap stopped short and jerked the glasses down over his eyes. The man who had been wearing goggles in their proper place continued chipping without interruption.

That afternoon I made a four-minute Safety speech at one of the "movie" theatres of the city, where 1,200 children from the grade schools assembled. I opened my talk with this question: "How many of you children have fathers or brothers or other relatives working at the locomotive shops?"

More than 300 hands went up.

Then I told the children what had happened during my trip through the chipping room. I told them what goggles were, and what they were for. I told them that glass eyes were good to look at, but not through. I told them what usually happens to children whose daddies go blind. And then I told them all to go home and give their fathers, brothers, and uncles a good talk on Safety.

I was scheduled to move on to another city that night, but decided to stay over until the next day. Immediately after breakfast I hurried to the locomotive works and asked the safety engineer to take me to the chipping room again. He did, and when we got there each of the three chippers nearest the door had a pair of clean goggles where they belong—over his nose. ONE OF US.

The following are short paragraphs on Safety, taken from talks made by some of the well-known men and women in the United States today:

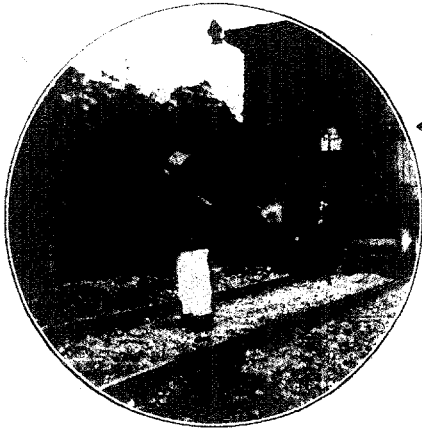
Samuel Gompers, president of the American Federation of Labor, says:

"No greater service to humanity can be given than that which seeks to prevent accidents and occupational diseases. It is an amazing price we pay for the terrible slaughter."

SAFETY FIRST

No. R. 180

A Story in Two Words



Courtesy, Southern Railway System

← *Cause*
Effect



From Underwood & Underwood, N. Y.

Delay Invites Disaster

National Safety Council



Steam Railroad Section

Additional Copies of This Bulletin May Be Secured at Cost

ter in the industrial life of our country. The existence of a national Safety movement demonstrates that society has awakened to the fact that people must assume the burden of those maimed and killed in industry in the added costs of products purchased. The national safety movement seeks to create in the individual that spirit of self-preservation that will prompt him to watch his step, to be always on the lookout for danger, not only to himself, but to others. Better than all, is prevention rather than compensation. It is better to be safe than sorry."

Ida M. Tarbell says:

"There is a new industrial philosophy abroad which breaks with this idea: Nothing is so valuable economically as the man. To injure or to kill him is to destroy the one essential element in the scheme of world-wide civilization and prosperity. Injury and death are the fruits of ignorance, recklessness and greed. A death toll is no part of a properly managed industry. It is wasteful, wantonly wasteful. The saving of life thus becomes an industrial issue. The new workshop is a safe shop."

Roger W. Babson, Eminent Statistician and Economist, says:

"One very practical way of reducing the cost of living would be by eliminating needless accidents. Production today is seriously handicapped by thousands of workers who are either permanently or temporarily thrown out of employment through accidents which could be avoided. I, therefore, heartily commend the work of the National Safety Council."

C. P. Tolman, president of the National Safety Council, says:

"Safety work from the humanitarian side alone is worthy of the best efforts of any man, and it is particularly gratifying to those active in the movement that from the purely commercial aspect, safety means also efficiency and production,—good management—for in these we have a guarantee of continuing progress."

W. C. Durant, president of the General Motors Corporation, says:

"The economic waste resulting from the carelessness is appalling, but anyone who

steps for a moment to consider the sorrow and desolation which is brought into thousands of lives each year by utter thoughtlessness must feel a new resolve to make a habit of "Safety First."

Franklin K. Lane, former secretary of the interior, says:

"Your work of making occupations safe, working places safe, and highways safe, is an expression of the right principle. We are to live together a long time on this continent, and the sooner we adjust ourselves to each other the better, and the basis of adjustment is fair play."

Stephen C. Mason, president of the National Association of Manufacturers, says:

"American manufacturers have long since clearly recognized that the prevention of accidents in industry is required not only from the humane viewpoint but for economic reasons as well. They have likewise come to the realization that mechanical appliances and safeguards cover only a part of the problem and that education and co-operation between employers and employes are even more essential."

"The National Association of Manufacturers for almost ten years has unremittingly given its best effort to industrial safety, and it pledges the continuous devotion of its energies to the utmost possible elimination of human hazards in manufacturing enterprise."

Spank-Proof

"Now, Willie," said the generous father as he and his little son were gazing into a tailor's shop window, "I am going to buy you a new pair of trousers, and you shall choose them. Which pair do you want?"

After a moment's hesitation, Willie said, "Please, father, may I have the pair marked 'Can not be beaten'?"—Philadelphia Watchman Examiner.

Engineer McGinty says:

"It's aisy enough to be happy
Whin floatin' down th' stream,
But th' man wuth while,
Is th' man with a smile,
Whin he can't git up th' steam.

—N. Y. C. Magazine.



Minneapolis Car Department Office Force

Wood vs. Fibre Board

One of the important factors entering into the loss and damage question so far as package freight is concerned is the character of the container used.

Up to a comparatively recent period practically all package freight, except liquids (in barrels and kegs) and a few items of dry goods in bales or burlap wrapping, was prepared for transportation by being packed in substantial wooden boxes or crates.

The weight of such containers, together with the cost of lumber from which to manufacture them finally led box manufacturers to perfect the fibre board, pulp board or straw board containers, and at the present time approximately 50 per cent of our package freight is handled in this class of container and the classification recognized these fibre board packages as sufficient under certain specified conditions.

The claim prevention bureau believe that if the classification requirements covering fibre board, pulp board, etc., containers could be strictly enforced by our agents accepting freight packed in these containers that we would have less bad order reports and claims for loss and damage.

Western Classification No. 56 under Rule 41, Paragraph B, Section 1, provides that when the requirements and specifications of rule 41 are not fully complied with the freight charges should be increased 20 per cent with a minimum increase of 2c per 100 pounds above the rates applicable on such articles in boxes that comply with the specifications.

This does not mean, however, that carriers must accept freight in fibre board, pulp board or straw board containers when the rules are not complied with. On the contrary, the agent to whom such packages are offered for transportation should turn them back and insist on proper containers.

The 20 per cent clause quoted above in the classification is merely intended as a penalty on cases where a package that does not comply with classification provisions has been inadvertently accepted by the agent at point of origin.

The attention of every agent and receiving clerk on this railroad is directed toward this matter and your co-operation and assistance solicited.

C. H. Dietrich,
Freight Claim Agent.

Proper Containers

On this subject, Messrs. J. L. Coffey, agent at Cedar Rapids, Iowa, and E. A. Tam, agent at Butte, Montana, submit the following:

Mr. Coffey:

There has been a campaign on at this station for some time in an effort to educate the shipping public as to the proper method of packing and sealing fibre board and similar packages. We have had considerable trouble along this line and have returned to

the shippers' many packages which were improperly sealed and containers did not meet the requirements. In some cases we found the packages were not properly glued. In other cases we found them properly glued, but in bringing the covers together there was a space of from one-quarter to one inch opening exposing the contents and inviting pilferage, and in some cases the loss of the contents through these openings. In other cases we found that sufficient paper tape was not used to close the openings of these containers.

It is my observation that unless these containers are of the proper strength and are properly glued and opening seam covered with tape, they are very liable to damage, for the reason that the opening in the glued flap permits the employees handling to insert their hands into this opening, and the glue is readily broken and the packages and the contents damaged. Our greatest trouble with this class of containers is on shipments coming from smaller stations on the line. We find that agents at smaller stations are accepting goods packed in second-hand containers, the flaps of which are not glued or openings taped, but on the other hand are tied with string and the containers in many cases not of sufficient strength to carry the contents.

We are refusing to accept from any consignee at this station fiber board containers unless they are properly packed, glued and sealed to protect the contents from damaging and in doing this we have met with some opposition from the shipper, but on the whole the shipping public has shown a disposition to co-operate with us in properly preparing their goods before tendering to transportation companies for shipments.

Mr. Tam:

From my personal observation, of the fibre board containers, I find that they are too flimsy for shipments of the heavier commodities, especially medicine in glass, or jelly in glass, where there is not special care taken in loading. For example, if there are four or five other cases of light weight loaded on top of one of these cases, the bottom case is invariably crushed and more or less damaged.

My method in loading cases of this nature is to build up the bottom of the load with heavier cases, that is, wooden cases, and then put the fibre containers on top, and at not time to be loaded more than three deep.

We are experiencing considerable trouble in having second-hand fibre cases packed with the various commodities shipped in this class of containers offered for shipment, it being necessary to refuse at least 60 per cent of such shipments offered, on account of the flimsiness of the container especially after being used the second time. However, we experience very little trouble with the shippers when the matter is properly put before them. In fact, we have had practically no trouble in getting all shipments of this nature which have been refused, repacked or recoopered.

I have, in my warehouse, a supply of gummed paper tape and also steel tape, which we use in repairing such shipments as are received in damaged condition in the fibre containers. I find this one of the best claim preventatives, as the shipper naturally, when he sees a box damaged, will look for a plausible reason to present claim.

I have personally made a study of handling these shipments and find that if properly loaded that, with a few exceptions, the shipments come through in very good shape.

When loading cars, where there are a considerable number of the fibre cases, we invariably load as before stated.

CURRENT NEWS OF THE RAILROAD

The following figures, by five-year periods, illustrate strikingly the growth of the Milwaukee during the past twenty years:

	1899	1904	1909	1914	1919
Tons of revenue freight carried one mile	3,070,579,710	3,938,402,556	5,051,527,001	8,079,689,505	11,501,514,483
Tons of revenue freight per loaded car	11.84	13.297	14.663	16.498	21.973
Revenue per ton of freight per mile	\$.00937	\$.008908	\$.008382	\$.008078	\$.00924
Passengers carried one mile	290,017,172	419,157,387	674,072,186	912,375,815	1,120,423,017
Revenue per passenger per mile	\$.02337	\$.02305	\$.01895	\$.02078	\$.02712

From the above it will be noted that the tons of revenue freight carried one mile almost quadrupled during that period, and the tons per car almost doubled, while the revenue per ton of freight per mile actually decreased.

In passengers carried one mile, the business also practically quadrupled, with a small increase per passenger per mile.

Figures for the month of September, 1920, show that we carried 1,199,000,000 tons of freight one mile.

The September, 1920, payroll totaled \$12,812,000, divided between 67,058 employees; this compares with the entire calendar year 1917, when 47,488 employees received \$55,593,000.

The following figures are interesting, as showing the the performance of through passenger trains during October, 1920, under private ownership, as compared with a year ago under Federal control:

	1919	1920
No. 1—Pioneer Limited—arrived Minneapolis on time.....	61%	78%
No. 4—Pioneer Limited—arrived Chicago on time.....	74	84
No. 15—Olympian—arrived Seattle on time.....	32	84
No. 16—Olympian—arrived Chicago on time.....	35	70
No. 17—Columbian—arrived Seattle on time.....	67	87
No. 18—Columbian—arrived Chicago on time.....	26	84
No. 25—Southwest Limited—arrived Kansas City on time.....	45	84
No. 26—Southwest Limited—arrived Chicago on time.....	61	87
No. 3—Copper Country—arrived Champion on time.....	67	87
No. 2—Copper Country—arrived Chicago on time.....	35	74

As of November 15, 1920, we owned 61,453 freight cars. Of that number only 38 per cent were on line, although the total cars on line, including those of foreign ownership, aggregated 115 per cent.

The new code of Master Car Builders rules adopted by the American Railway Association, effective November 1st, provides for settlement as between carriers for cars destroyed by wreck or fire on a basis of present reproduction. This action places an even greater premium than in the past on careful operation.

Commercial loadings by commodities during the month of October this year as compared with last year show as follows:

	1919	1920	Decrease
Grain	12,429	11,214	1,215
Flour and Mill Stuffs.....	6,042	4,281	1,761
Stock	15,388	13,346	2,042
Coal	17,347	14,910	2,437
Lumber	8,843	6,247	2,596
Brick, Stone, Sand, Gravel and Ice.....	8,340	8,691	*351
Other Freight	114,090	108,634	5,456
Totals	182,479	167,323	15,156 or 8 1/2%

*Increase.

During the period November 1st to 18th, the commercial and company coal handled totaled 16,998 cars, as compared with 8,511 cars last year—or an increase of a fraction less than 100 per cent.

Effective Sunday, November 14th, the Pacific Limited was restored to service between Chicago and San Francisco, operating over our line to Omaha and over the Union Pacific and Southern Pacific beyond. Train is known as No. 19 westbound and No. 20 eastbound, and leaves Chicago on its old schedule—10:45 A. M. It carries observation sleeping car—standard sleeping cars—tourist cars—chair car and dining car between both terminals. Prospects are bright for a very good business.

Of the 100 new locomotives ordered from the Baldwin Locomotive Works, we have received 38.

At Home

Hazel M. Merrill, Editor



John Quinn Losey,
Son of Operator Lester
Losey, Coon Rapids,
Iowa



"Highball"
Ray Emil, Son of N. M.
Div. Conductor C. F.
Baumgarten



Paul Ray Lee,
Grandson of Car Inspector Wm. Lee, Perry, Iowa

Gift Suggestions

With the coming of Christmas, our thoughts turn naturally to the children. Do we not too often overload the children's stockings with toys, forgetting that more useful articles, if given an individual touch to make them their "very own," will often remain a source of pleasure longer than a plaything? A little girl's housework apron may be made of white Indianhead linen with yellow linen chicks buttonholed on it in black for pockets. Wings, eyes and feet are embroidered in black, and the pockets lined with white. The hem and neck opening are blanket-stitched in black. It will be a help in putting toys away if we provide an interesting toy bag made of heavy romper cloth. Run a small flag stick through the hem in the top of the back portion. A pocket may be sewed to the front of the bag, and the bag is decorated with figures cut from nursery cretonne. It hangs by two long loops. An ordinary twine school bag may be made attractive to a child by lining with saten and applique with quaint figures cut out of gay flannel. Colored wooden beads may be used to ornament the top, and a red pencil may be run through the bottom of the bag as a temporary decoration. A Japanese doll pin-cushion would delight any little girl. It may be made of any sized doll desired. Use ribbon wide enough to cover

the front of the doll and a strip of the same size for the back. Fringe the ribbon at the bottom and sew the back and front together along the sides, leaving a space open to insert kimono sleeves, which are made of double ribbon. Make a girdle of ribbon and decorate with pins. Hang by a narrow ribbon fastened to the back. The child will take an interest in this pretty pin-cushion and enjoy putting pins away on it.

Circus sets of clown, chair and donkey may be purchased. The performers can assume amusing poses and any little boy or girl will delight in this gift.

One practical mother, after a discouraging search for a doll carriage, at a reasonable sum, finally purchased a small white split wicker carriage, unlined, and with two discarded cretonne curtains, tape for finishing, and thumb-tacks, made a very gay vehicle, prettier and much less expensive than could be purchased.

In decorating a tree, animal crackers please the little tots, especially if they are frosted in gay colors. Take pieces of bright ribbon, and place the ribbon on the animal crackers so that it forms a loop, then cover the ends with frosting, so that the animals may hang to good advantage on the tree.

After the kiddies are taken care of, we needs must have a few suggestions for the older ones. A practical gift may be a sweet reed sewing basket. Purchase several spools of thread, both silk and cotton, of varied colors. Through each spool of thread run a piece of baby ribbon and attach the spools to the inside of the basket by running the ends of the baby ribbon through the spaces between the reeds to the outside of the basket, then tie with a small bow. The spools may easily be replaced when necessary, and it is a comfort to have the basket always in order. Other sewing accessories, such as thimble, tape-measure, scissors, etc., may be placed in bottom of basket.

One loving, thoughtful mother, calling her family of little tots around her, planned with them a surprise for a neighboring family, to whom she thought Santa might not be as generous as to some, thus teaching the little ones, early in life, that real joy is in giving, not receiving.

For those who entertain at cards, card-table covers make a practical gift. It takes three yards of white Indianhead linen for three tables. Cut into one yard squares and make a one-inch hem. Take eight strips of narrow white tape, about fourteen inches in length, for each cover. Sew these strips eight inches from each corner. Embroider each cover with the respective roman numerals, I, II and II, in one corner. In the opposite corner, place an initial or monogram in delft blue mercerized cotton.

An appreciable gift for a friend for a bed-

room is a carafe and tumbler of Bohemian glass in iridescent coloring of blues and yellows.

An adjustable magnifying glass, conveniently fitted to a mahogany finished stand and a spindle for spool, will enable grandmother to thread her own needles.

We see many new and charming designs in dainty handkerchiefs; some with colored threads drawn through them; some with cross-stitch designs; some with elaborate little baskets and flowers in corners, etc. An embroidered or beaded bag is an acceptable gift.

For the men, we see smoking sets of unusual design, desk clocks, desk sets, consisting of pad, blotter, ink stand, letter opener, etc. We may even draw colored threads through linen handkerchiefs and initial them for our "masculine" friends. What do you think of that?

There are many new attractive aprons which make a useful and inexpensive gift. They are made of good quality unbleached muslin with designs of fruit and flowers appliqued on them and finished with blanket stitch. Some aprons are made of pretty cretonnes. The day of the unbecoming, plain apron is passe.

HOUSEHOLD HELPS

To make a child's romper, take discarded shirts and cut off the worn places around the neck. Then lap a simple pattern with kimono sleeves on the shirt. Have the shirt buttons so that when the rompers are cut out the front of the shirt will make the back of the rompers, and buttons and buttonholes will not have to be made, as they will already be there. There is plenty of material in a shirt to make a pair of rompers for a child from one to three years old.

Time is saved by having a glass measuring cup in both the flour bin and sugar bin.

Mend a tear in a woolen dress with ravelings of same material and it will scarcely show. If mixed goods, use thread to match the direction of darning. Slightly char or wear end of thread in order to thread needle easily.

When either rugs or small carpets require washing, dissolve four ounces of good white soap in four ounces of boiling water. When cool, add five ounces of liquid ammonia, two and one-half ounces of glycerin, and two ounces of chloroform. Bottle and cork well. When needed, add one teaspoonful of the preparation to a pail of tepid water, and wash the carpet with a flannel and soap in the usual way. One wash will have a wonderful cleaning and brightening effect. Stretch out on a flat place, tightly nailing the corners or sides if necessary.

Basting threads can be removed more easily if a crochet hook is used to pick up the threads. It is especially convenient to use when picking up short stitches.

GOOD THINGS TO EAT

New Christmas Candies.—Crushed Strawberry Patties: $\frac{1}{4}$ cupful home-preserved strawberries, $\frac{3}{4}$ cupful creamy milk fondant. Put the strawberries in a fine strainer and drain off the syrup. Crush the strawberries in a bowl and add to the creamy milk fondant. Mold into balls and flatten into coin shapes, or soften over hot water and drop into round patties from a teaspoon. Home-preserved cherries, raspberries or peaches may be used in place of strawberries, to make cherry, raspberry or peach patties.

Walnut Bonbons: $\frac{1}{2}$ cupful creamy milk fondant; walnut meats. Form vanilla-flavored, creamy milk fondant into balls; press a walnut meat on each side of ball and place on buttered platter to dry.

Uncooked Fudge: 1 cupful cocoa, $\frac{1}{2}$ cupful butter substitute, $\frac{1}{2}$ cupful butter confectioner's sugar, 1 egg, $\frac{1}{2}$ cupful ground peanuts, 1 tea-

spoonful vanilla extract. Melt the butter substitute in the top of a double boiler and stir in the cocoa to make a smooth paste. Remove pan from heat, but keep over hot water. Add the sugar, stirring until smooth, the yolk of the egg, well beaten, and the vanilla extract; beat well; add the white of the egg, beaten until stiff. Last, add the peanuts finely ground and pour into a square, buttered pan. Cut into squares when firm. Other nut meats may be substituted if preferred.

Christmas Dinner Menu

Ripe Olives	Fruit Cocktail	Oyster Soup	Celery
Mashed Potatoes	Roast Turkey	Glazed Sweet Potatoes	
Buttered Beets		Cranberry Preserves	
	Spanish Salad	Rolls	

Mince Pie
Spanish Salad: Finely chopped cabbage, celery, green and red peppers, French dressing. Served in small portions.

Glazed Sweet Potatoes: Cut raw potatoes in thick slices and then in strips. Place a layer of potatoes in the casserole and sprinkle each layer with about two tablespoons of brown sugar, one tablespoon of butter, and a little salt. Repeat layers, filling casserole as full as possible. Cover and bake in moderate oven about two hours. Baste frequently.—School of Domestic Sciences and Arts.

Dry Turkey Dressing: One loaf stale bread, $\frac{1}{2}$ pound fat salt pork, put through meat chopper together. Season with salt, pepper and ground sage. This is a light, wholesome and economical stuffing for the holiday bird.

Turkey Dressing: $1\frac{1}{2}$ loaves stale bread (two days old), crumbled; $1\frac{1}{2}$ boxes of Unecda Biscuits, 3 teaspoons salt, $\frac{3}{4}$ teaspoon pepper, 3 eggs beaten, 3 teaspoons melted fat (lard, butter, Crisco, etc.), 3 teaspoons minced onion, 3 teaspoons sage (powdered). Moisten with milk or water, about 3 cups.

CATALOGUE NOTICE.

Send 15c in silver or stamps for our **UP-TO-DATE FALL AND WINTER 1920-1921 CATALOGUE**, containing over 500 designs of **Ladies', Misses' and Children's Patterns, a CONCISE AND COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE** (illustrating 30 of the various, simple stitches), all valuable to the home dressmaker. Address Miss Hazel M. Merrill, Room 1215 Railway Exchange Bldg., Chicago, Ill.

THE PATTERNS

3424. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A medium size will require $5\frac{1}{2}$ yards of 44-inch material. The width of the skirt at lower edge is about $1\frac{3}{4}$ yards. Price, 10 cents.

3430. An Up-to-Date Style.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require $4\frac{1}{4}$ yards of 54-inch material. The width of the dress at lower edge is $1\frac{3}{4}$ yards. Price, 10 cents.

3410. Juniors' Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14-year size will require 4 yards of 44-inch material. Price, 10 cents.

3408. Ladies' House Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46-inch bust measure. A 38-inch size requires $6\frac{1}{2}$ yards of 36-inch material. The width of the skirt at lower edge is about 2 yards. Price, 10 cents.

3423. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. A 16-year size will require $4\frac{1}{2}$ yards of 36-inch material. The width of the skirt at the lower edge is about 2 yards with plaits extended. Price, 10 cents.

3420. Girls' Dress.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size will require $3\frac{1}{2}$ yards of 36-inch material. Price, 10 cents.

3438. Two Dainty Aprons.—Cut in 1 size: medium. No. 1 will require $\frac{3}{4}$ yard of 36-inch material and No. 2 will require $1\frac{1}{4}$ yards. Price, 10 cents.

2273. A Dainty Set for Dolly.—The pattern includes all styles illustrated, is cut in 6 sizes for



3422. Ladies' Lounging or Rest Robe.—Cut in 4 sizes: small, 32-34; medium, 36-38; large, 40-42, and extra large, 44-46 inches bust measure. A

3412. Girls' Dress.—Cut in 5 sizes: 6, 8, 10, 12 and 14 years. An 8-year size will require $3\frac{1}{4}$ yards of 44-inch material. Price, 10 cents.

Des Moines Division*"Frenchy"*

G. L. Whipple, superintendent of transportation, visited the division in the early part of November. Superintendent B. F. Van Vliet spent a short time in Chicago recently.

Engineer Pat Padden had a short vacation during the month of November.

Conductor Wm. J. Caskey spent some time in November hunting near Spirit Lake. He reports that all he got was six ducks and a bad cold.

Ed. Olson, former relief train dispatcher at Des Moines, now located at Dubuque, visited his mother, brother and friends during the month of November.

Mrs. Clara McMillen, clerk for the chief dispatcher, spent the week-end of November 13th visiting her son Wayne at Great Lakes Training Station. She reported a fine time.

Conductor James Hardie, for several years on the mixed run, Spencer to Spirit Lake, has taken the passenger run on Nos. 33 and 34, Spirit Lake to Des Moines.

The new train for the California Coast has necessitated the setting up of another passenger crew.

Conductor Hayden is now running on Nos. 139 and 140, Des Moines and Madrid.

Trainmaster Andrew Dutton spent about a week during November in Chicago assisting in compiling a new time card.

Conductor W. W. Kelley has again returned to the fold after having spent some time running a grocery business in Des Moines.

We regret to announce the serious illness of Mrs. W. L. Finnicum, who is confined to a hospital and expects to undergo an operation soon. All of Will's friends on the division are hoping for her speedy recovery.

A. L. Graham has returned to the service and has been running as passenger brakeman.

Conductor C. C. Skinner is laid up with rheumatism. His friends are hoping his illness will not be of long duration and that he will soon be back on his old job.

Brakeman John J. Cannon has sold his bakery at Rockwell City to Mrs. Harthorn, widow of the former owner, and is again confining his attention to railroading.

Miss Neva Prince, stenographer and clerk for District Passenger Agent Harry Warren, has returned to work after about three weeks' absence on account of illness. Her friends are all glad to welcome her back.

Conductor Orin L. Appleby has returned after an extended absence.

Conductor R. F. Bollard has taken the mixed run recently held by Conductor James Hardie.

We are sorry to hear of the illness of Conductor Frank Price's wife. Last reports were that she was improving somewhat, and we hope it will not be long before we can chronicle her complete recovery. Frank is now running on freight out of Des Moines.

Miss Thelma German, E. & F. timekeeper, spent the week-end of November 6th visiting her people at Grinnell.

Before another issue of The Magazine, Thanksgiving will have come and gone. Here's hoping that all readers had a pleasant holiday and that they may still be able to be on duty after the Thanksgiving dinner and all its trimmings.

Old Way Would Do

Pullman porter (to aged man as train pulls into depot—"Brush you off, sir?"

Aged Man—"No. I'll get on the usual way."

Why Women Should Vote

He—"Of course women should vote. They deserve suffrage as much as men—more, because their minds are purer and cleaner."

She—"Of course their minds are cleaner, but how do you know that?"

He—"Because they change them so much oftener."

La Crosse Division*C. W. Velser*

The hotel and depot at Watertown Junction, which was a landmark for many years, was destroyed by fire on October 22nd. A coach has been placed just east of the ruins for the convenience of the public and employees. Freight crews look forward to the construction of a new hotel at once, because they miss the coffee, which they have been accustomed to for many years.

Mr. and Mrs. S. A. Hunter, second trick dispatcher, made a trip to Milwaukee during Mr. Hunter's relief period.

Agent Art Finnigan, of Kilbourn, was called to Milwaukee to testify in a personal injury case.

All regret the transfer of Superintendent D. W. Kelly, but nevertheless are happy to see him promoted to superintendent of the I. & D. Division, which has 678 miles of track, with headquarters at Mason City, Iowa. W. M. Thurber is transferred from the I. & D. Division to the La Crosse Division.

Conductor Forkenbridge is now, on the fast mail, Nos. 57 and 58, for the winter, while Conductor T. F. Holbrook is on second 57 and second 16.

On account of the increase in business the first part of the month some of the west end conductors were used on the east end. Conductor Flanders enjoyed two of these trips and Conductor George Douglas made one on the west end.

Superintendent L. T. Johnston of the Superior Division passed over the division on November 6th, en route to Minneapolis. A hearty handshaking took place at Portage and La Crosse when he met the La Crosse Division employees.

Brakeman Merit Shaw spent a few weeks hunting on the Madison and Portage line the first part of the month. H. B., we all hope you got enough rabbits to make a good lunch for the boys.

Brakeman A. J. Schmaus is back on passenger again, having taken Nos. 10 and 23 in preference to Nos. 57 and 58.

We were all pleased to see the picture of G. E. Sampson, former conductor, in the November issue of the Employees Magazine. Guy is now night yardmaster at South Hump, Godfrey yard. We expect to see the picture of W. J. Walters, also a former conductor, who left the division about the same time for a similar position in the Chicago terminal.

News items for the correspondent may be sent to the trainmaster's office, marked for the Employees' Magazine, La Crosse Division Correspondent.

West I. & D. and Black Hills Division*J. R. Quass*

Chief Carpenter Smoot and wife are fond parents of a ten-pound baby boy.

Conductor Frank Maynard is back on the job after several months spent on the Coast.

J. V. Jorgensen, who has been acting agent at Stamford, is on extra list, as R. Mallett has gone back to work.

Since the extra gangs have layed up for the winter, Foremen Atkins, Safener and Mittett are back in charge of their sections.

Conductors Smock and Enright made a trip over the west end November 5th, loading stock.

Engineer Bert Gardner is laying off, taking his annual deer hunt in the Hills. Leave it to Bert, as we all eat venison when he goes hunting.

Agent Wilsey, who has been at Belvedere, S. D., three years, has bid in Britt, Iowa, and moved there. Agent at Presho goes to Belvedere.

Conductor T. B. Hughes has been laying off a couple weeks. Relieved by Walter Johnston.

We had our first blizzard November 1st and 2nd. Ten inches of snow and a northwest wind, and we all know what that means—somebody stuck in the snow.

Chief Carpenter Smoot had a work train with pile driver out over west end the first week in November, in charge of Conductor Jas. A. Smith.

Conductor M. G. Carey had the misfortune while cutting some kindling wood to have one of the pieces fly up and strike him in the eye. He went to Mitchell for treatment, then to Chicago, and as we write we cannot state just how he is getting along. But we all hope for the best.

Special Commendation

Mineral Point Division Brakeman P. Condon has received special commendation for close attention to duties, discovering a sprung axle on Southern Railway car No. 35136 while switching at Orfordville November 15th.

Kansas City Division Conductors J. F. Kemp and T. E. Shea, Engineer Delano and Brakeman J. E. Milburn have been specially commended for their interest in keeping the wheels moving. Extra west 8103, October 25th, was delayed on account of a derailment at Blakesburg, and there being no coaler at Mystic, the train and engine crews filled the buckets and coaled the engine in order to save delay. Their interest in the company's welfare certainly received a practical demonstration in their action, which is greatly appreciated by the management.

Kansas City Division Brakeman C. W. Hess and Operator C. E. Pelky, Laredo, Mo., have been commended for discovery of sand board down on B. & O. 184514, extra 8103, at Liberty, Mo., enabling the conductor to set the car out and avoiding further damage. This undoubtedly saved a serious derailment.

Agent J. J. Rellihan, Harpers Ferry, Iowa, writes the following to Superintendent Hasenbalg, Dubuque Division: "As extra 8125, Kohler, conductor, was passing this station November 8th, Miss Bernadette Barbars noticed a bad hot box on C. B. & Q. 70906, which was blazing up under the bed of the car. On account of it being so foggy, it could not be seen from either end of the train. She promptly notified me and I got on caboose and notified train crew and had the car set out. I don't claim any credit for this. It only goes to show that Miss Barbars is taking care of business, and she is entitled to the credit, if any is coming." Miss Barbars has been specially commended by both General Superintendent Weidenhamer and Superintendent Hasenbalg.

Idaho Division Engineer E. F. Caseberry has been specially commended for interest in the company's welfare at all times. While on a hunting trip Engineer Caseberry noticed a car with a broken wheel in a passing train pulled by Engineer Hankins, October 31st. Engineer Caseberry flagged the train, thus preventing a serious derailment. The incident was reported to Superintendent Hill by Engineer Hankins.

About 5:30 p. m. on August 13th a fire broke out in the Edwards Ice Machine Company, at Seattle, Wash., destroying their building. A C. & M. & St. P. car was on the spur to the building at the time, but the fire was so hot it was thought unsafe to put an engine in on the track, so the car was shoved out by hand, by the following named employees: Engine Foreman F. S. Lang, Switchmen J. J. Kelly and H. E. Daniels, Engineer George Gerspach, Car Foreman A. E. Keating and General Foreman Clyde Medley. As a result of their special interest, there was no loss to the company whatsoever.

E. D. Cornell, agent at Edgerton, Minn., has received special commendation for interest in the company's welfare at the time of the severe sleet storm of November 1st, which took down many wires and poles between Edgerton and Madison, S. D. Mr. Cornell at once procured the help of the section men to get the line repaired and succeeded in getting a line working through as far as Pipestone by the time the linemen had reached that point from the west. Mr. Cornell's past experience as a linemen was put to good use and his zeal in the company's interest is greatly appreciated by the management.

Superior Division Conductor W. S. Robbins has received special commendation for alert attention and good judgment while on the job. On extra east, November 8th, Mr. Robbins discovered about three feet broken out of a rail two miles east of Tremble. He sent a flagman back to notify the section man and to flag No. 10. There is little doubt that No. 10 would have been derailed had it not been for Conductor Robbins' timely discovery and action.

River Division Harvey Reed has been specially commended for making repairs to engine 6320

when the air pipe broke loose from main reservoir on November 2nd, thus saving a serious delay to train No. 101.

Saved a Life

Leo Lombrado, Cragin, Ill., has been specially thanked for his quick thought and action in pulling to safety a woman who was walking on track ahead of eastbound No. 8 near Pacific Junction, October 25th. Had it not been for his action, the woman would undoubtedly have been struck by the oncoming train.

Yardmasters K. J. Schwartz and M. J. Olson, Switchtenders M. Dutton and Oakley Strong, and Switchman Thomas Kline have received letters of commendation and credit in the roster for special attention to the company's interest, replacing a broken rail which they discovered on the lead of the Muskego yard, Milwaukee, on the night of October 30th, so that switching operations were resumed in a very short time.

Some Letters of Appreciation of Our Service

The following is from the chairman of the executive committee of the National Association of Insurance Agents:

To Mr. T. A. Tansley, T. P. A., Chicago.

Dear Mr. Tansley:

I did not think it would be a week after my return to Norwich before I should have an opportunity of expressing to you my personal appreciation of the courtesy and attention accorded by you to the members of the official party of the National Association of Insurance Agents from Chicago to Des Moines and return.

What you did for us was most gratefully appreciated and I can assure you that if any one of the gentlemen has an opportunity of favoring the St. Paul road in coming days, he will certainly do so.

I hope I may have the pleasure of meeting you again some time, but in the meantime, will you please believe me very grateful for all you did.

Most sincerely,

(Signed) JAMES A. CASE,
Chairman, Executive Committee.

Two Letters from Officers of the Woman's Home Missionary Society

To Mr. G. L. Cobb,

42 Broadway, New York City.

My dear Mr. Cobb:

Feeling very grateful for a safe journey to and from St. Paul, Minn., I am sending you an expression of sincere appreciation from my daughter, Mrs. Oliver, and myself, for all of the courtesies extended by you and by those employed on your splendid road. Your cars are beautiful and your service excellent. As my father, Maj. Gen. Clinton B. Fisk, was greatly interested in railroads, I am sure I see and appreciate more than many who simply "get there." Our convention was wonderful and your representatives in St. Paul were most painstaking. . . .

Trusting I may, at no distant date, go even further on your road, I am

Very truly yours,

(Signed) MARY FISK PARK,
National Vice-President.

To Mr. H. W. Steinhoff,

Detroit, Mich.

Dear Mr. Steinhoff:

Our delegation arrived safe and sound from St. Paul last Thursday evening. I was instructed by said delegation to write you a note of thanks and appreciation for the splendid courtesy shown us by officials of the Chicago, Milwaukee & St. Paul and for your splendid thoughtfulness in anticipating our every want and providing for the same. There was not a hitch in our plans at all—special buses awaited us and transferred us, both going and returning; an official met us in Chicago and piloted us safely aboard our train. As we alighted in St. Paul, Mr. Bowman called for Mrs. Ward and did not leave us until we were in the hands of our reception committee. The next morning he came to the church and we made

our return reservations, and at every turn we were wonderfully cared for. Again we thank you most heartily for all this.

Very sincerely,
(Signed) MRS. W. M. WARD.
Wyandotte, Mich.

Made an Aged Woman's Trip Comfortable and Enjoyable

Recently the aged mother of Mr. Howard E. Pratt, of the Whitman Conservatory of Music, at Walla Walla, Wash., went west on The Olympian, and his letter below indicates that "The Milwaukee Spirit" is one hundred per cent efficient:

To the General Superintendent,
C. M. & St. P. Ry., Seattle, Wash.
Dear Sir:

I wish to express my appreciation of the uniform courtesy shown to my aged mother by your conductors, porter and other train officials on her recent trip across the continent. Traveling alone and among strangers, she was naturally timid, but thanks to your employees, her journey was a pleasure, as well as a comfortable one.

Sincerely yours,
(Signed) HOWARD E. PRATT.

Advice was received that Car Inspector Charles Courtwright, of Ferguson, Iowa, while at Haverhill on July 31st, discovered brake beam dragging under Erie car 102918 while in train extra west. Mr. Courtwright, in watching this train pass through Haverhill, noticed brake beam dragging. He signalled the engineer to stop the train and helped train crew take this beam down. This, if not discovered by him, possibly would have led to a serious derailment or accident. Mr. Courtwright is to be commended in his careful observation of moving equipment.

On October 4th, F. J. Fish, car man at Brookfield, Wis., while riding in baggage car of No. 17, heard something dragging underneath the car, and when stopping at Oconomowoc he found the center brake beam hanger dragging and disconnected it without any delay to the train. Mr. Fish is to be commended for his watchfulness, as there is a possibility that the dragging hanger would have caught in a frog or some other obstruction and possibly resulted in further damage to the brake apparatus, if not in derailment of the train.

With reference to inspection of cars at Mar marth, N. D., wish to advise that car N. H. 70031 arrived in extra 8694 July 23, had loose wheel, was inspected by the same inspectors. B. & O. 17568 arrived in extra 8155 July 17, had loose wheel, inspected by the same inspectors. B. & O. 137507 arrived in extra 8034 July 26, with loose wheel, same inspector. D. L. W. 34350, in extra 8155, August 11th, inspected by same inspector. C. P. car 201028 in train 64, August 31, loose wheel, inspected by Olsted and Stone. St. P. 301724, in on extra 8153, August 21, burst wheel fit, inspected by Leo Stone. These inspectors are worthy of special commendation.

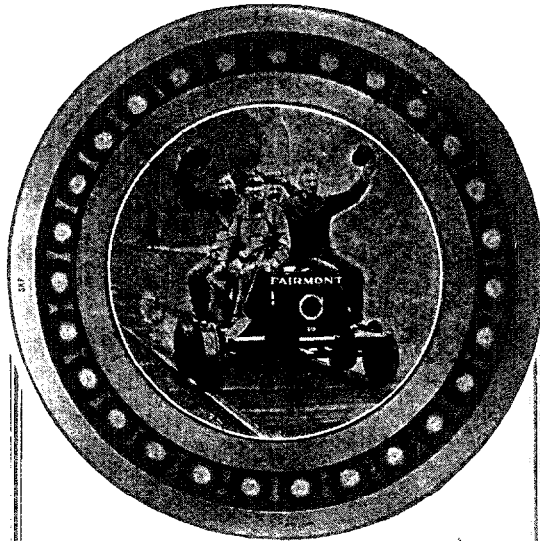
On August 15th, when 2/67 was passing Northern Junction, Mo., Operator E. E. Barnes noticed one pair of wheels on double load on this train derailed and succeeded in getting stop signals to the conductor. The train was brought to a stop on Missouri river bridge, with practically no damage to track or car. Operator Barnes has been given a credit record for his watchfulness and prompt action in this case.

Night Roundhouse Foreman Herman Eggers, at Nahant, Iowa, discovered ashpan door which had lodged in frog at the east end of the yard at Nahant and removed it. This was just ahead of Rock Island train No. 12, and had it not been for his watchfulness and removing of this obstruction, no doubt train No. 12 would have met with a serious accident.

Keep a piece of charcoal in the refrigerator and everything will keep sweet.

Soaking potatoes fifteen minutes in cold water before boiling makes them mealy.

In sewing hand-made lace on garments, it is deemed a great help to first sew it on tape of the same width, then sew the tape on the garment. This makes it easier to sew on and enables you to rip off the lace without any damage.



The MAN on the job is recognized to be the Man Who Knows what is best equipment for the work in hand.

The fact that there are many more Fairmont Railway Motor Cars in use on the Milwaukee Railroad today than all other makes, indicates that the Men Who Know are buying Fairmont Motors.

Get posted on the most modern, compact motor yet offered for track cars.

**Fairmont Gas Engine
& Railway Motor Car Co.**
FAIRMONT, MINN.

COUPON

Fairmont Gas Engine & Ry. Motor Car Co., Fairmont, Minn.

Send me full information about the New Ball-Bearing Fairmont Railway Car.

Name.....

Position.....

P. O. Address.....

On the Steel Trail

MOTORING ON THE MILWAUKEE Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

All my friends have forgotten me because there are no notes on hand today to write about; but, on second thought, there never were any, so I guess I will not let that worry me. I suppose my friends think I am working for the N. P. Railroad, anyway—I live so near their depot—but I am not. I am still an employee of the Milwaukee and they cannot shake me that easy, just by not sending me any news.

Mr. and Mrs. William Placey have left for a visit with home folks and friends in the Lone Star state of Texas. They expect to be gone several months.

Engineer and Mrs. Hyrup and daughter Dora have moved to their farm in Missouri and Mr. Hyrup will raise pigs and chickens. The division extends to them best wishes for their future good luck, although we hate to see them go.

Mrs. Sarah Wilson, mother of Conductor Earl Wilson, who has been visiting here for the past four or five months, has returned to her home in Kansas.

Mrs. Muetz, wife of the late E. A. Muetz, has returned from Wisconsin. She expects to make her home near Whitehall with her parents after a visit with friends in Three Forks.

The largest elk killed this year, we understand, was brought in by Engineer Barnes, who went out with the front of his car loaded with hay and came back with said elk. They catch them this year in the same old way they did last year, apparently.

The local Order of B. of L. F. and E. ladies' auxiliary gave their popular annual dance, November 5th, where Conductor Matt Zellar won a prize waitz. What do you know of that? We look upon Matt with a new interest now.

The wife and family of Engineer Asher have returned to California, where Mr. Asher will soon join them; that is, sooner, if this cold weather keeps up, because it's a lot nicer there than it is here. I don't know, except what I have heard about it, of course.

Conductor Rogers has sold his beautiful home and expects to spend the winter in Florida, also. If I had a beautiful home, I almost believe I would sell it and spend the winter some place else than here, too. We can't blame them, can we?

This is the last time I'll depend on anyone remembering me, and from now on I will ask just as many questions and get as many fool answers as I always did, too. See if I don't. I am through writing for this time, and you will all be saying, "What on earth happened to her—there is nothing in the Rocky Mountain notes this month?"

I almost forget to say, however, that Operator Ralph Kimberling was off a week sick, and I—myself—worked for him and scrapped with M. J. W., who had his picture in the Magazine along with the Editor's cat last month. He is a great deal better looking than the picture shows—I mean Mike, not the cat, although to satisfy the Editor I will say the cat is good looking, also.

This is short and sweet, but better luck next time. We wish you all a Merry Christmas and a Happy New Year.

Special to The Magazine

At 11:22 a. m., November 20th, at Butte, Montana, Miss Anna Guthrie and Rufus Wooten Magette, both of Deer Lodge, were united in holy bonds of matrimony. The Rev. Grovenold of the First Presbyterian Church performed the ceremony at the Presbyterian manse, with F. R. Dowd, acting night chief train dispatcher at Deer Lodge, as best man and Miss Florence Pollock, of the superintendent's office, as bridesmaid. Billy Murphy also attended, in uniform, and Dave Goggin held the bride's bouquet or the ring, or made himself a general nuisance in some way or other, later singing the wedding march.

What any one would want to sing it for, who can imagine?

After the wedding the entire party took an auto ride around the city and Mr. and Mrs. Magette, accompanied by Mr. Dowd and Miss Pollock, boarded No. 17 for the Coast. Understand someone forgot to make the reservations entrusted to their care, which would be about what Dave Goggin might do, and also that the best man and bridesmaid were kind enough to return from Missoula.

Mr. Magette is night chief at Deer Lodge for the Milwaukee, having returned a short time ago from several years' service in Russia for the government. They will make a visit to coast cities and, returning to Deer Lodge the first of December, will make their home in the Robworth apartments. Mr. and Mrs. Magette are well known Milwaukee employes and everyone joins in wishing them a very long and very happy life.

—N. B. D.

Sioux City and Dakota Division Notes

H. B. Olsen

The station force at Vermillion has been more than busy the past two weeks with the onrush of students coming in to attend the university. Agent D. E. Sullivan reports the force handled over one thousand pieces of baggage within one week. Of course, some of the students came in their (father's) cars.

You bet ya, another agent for the S. C. & D. Little Harold Max arrived on August 19th to bless the home of Agent and Mrs. John Max at Kaylor—weight eight pounds—and John says he now has the assurance of sufficient help around the office.

A. E. Kemp, son of Roadmaster C. E. Kemp, has accepted the position of clerk in "dad's" office at Sioux Falls.

The water softener plant at Vermillion is about completed and will be placed in operation in a short time.

Jake French of Charter Oak drew the position of clerk at Wagner, S. D., which was on bulletin a short time ago.

J. J. Ecklin drew the Kenwood agency on bulletin.

Operator H. E. Whelpley was the successful applicant for the position on the second trick at Parkston.

Conductor Lou Reams is off for a few days building a new bath room in his fine home at Sioux City.

Just a few days ago train No. 75 reached Sioux Falls fifteen minutes ahead of time—Conductor "Billy" Bollter in charge—with cars checked, waybills booked out and orders delivered. "Billy" hesitated to go. He smiled when asked what it was all about and informed us that little Dorothy Marie was the name of the new girl at their house and she arrived on September 26th.

C. G. Volmer, superintendent of bridges and buildings, was over the division recently on the monthly inspection of bridges and buildings.

Brakeman Vern Quinn took a few days off and tried his luck with the ducks near Mitchell.

Conductor John Blackney is taking a week's annual vacation near Mitchell scouting for ducks through the swamps.

Switchman Leslie Sweeney at Sioux Falls is wearing a broad smile these days, for little John Munro Sweeney came to bless their home September 25th. He weighed eight pounds and Les says he is some boy.

Chris Olsen, section foreman at Hawarden, has resumed work after a short vacation, having attended the veteran employes' convention at Milwaukee.

The Madison cut-off is receiving its quota of repairs this fall. New ties are replacing the old ones and gravel which was hauled to that section last year is being used to good advantage.

Forty-two thousand new ties have been in on the division this season, and the track between Hawarden and Hudson is being surfaced.

Gaylord Hunter, son of Switchman Hunter of Sioux Falls, and a friend of his decided they would take a little trip unbeknown to their parents, but after a night or two living on their own resources decided that home was the best place and soon returned.

A fire at Chatsworth, Iowa, in the company's property recently resulted in loss of the section foreman's stationery, including old records as well as new. Later a fire started in one of the farmers' elevators and threatened part of the town. For a time it was thought uncontrollable, but Agent E. F. Farnsworth in the nick of time got the company hose to working and saved the day. In doing so he received a bad gash in his face. Much credit is due Mr. Farnsworth in this case.

No. 36 was delayed at Chatsworth recently on account of a disconnected steam valve rod for twenty minutes, but with temporary repairs made by Engineer Erickson they went into Sioux City on time. Leave it to "Erick" to make the time.

Conductor Will Opperrude was off his run for a few days attending the funeral of his brother, J. Opperrude, who died in Minneapolis and was buried at Canton, S. D. Conductor Opperrude has the sympathy of the entire division.

Jack Oliver, trucker at Sioux Falls, says he is going to take a vacation. He will leave for Cincinnati right after election and will also visit his old home in Kentucky. Mr. Oliver has not lost one hour's time for twenty-two consecutive months and the vacation is due him.

C. D. Bristol, formerly agent at Kenwood, has been appointed to the second trick at Charter Oak, Iowa.

On a recent trip through Charter Oak, C. G. Volmer, superintendent bridges and buildings, noticed that the water tank and pump house could be made a little more respectable and his paint gang were soon on the job with two fresh coats of paint. This is indeed a wonderful improvement and is surely appreciated. The stock yards, too, received the necessary repairs, which passed stock shippers' approval.

Brakeman Porter is entitled to a Carnegie medal. Recently, while on train No. 36, he noticed an automobile racing to catch his train. He stopped the train and hurried to the auto; a lady with a baby, desirous of boarding the train, was hurried to the car and all was well.

"Our Evening Prayer"

As the shadows of night grow deeper
And the twilight fades away,
There comes to our hearts a yearning
For the lights of the Great White Way.

We are down in the hole under the hill,
Where it's as dark as dark can be;
With two oil lamps and a bursted glim
To wait on No. 3.

When we are called to cross the Great Divide
To spend our eternity.
St. Peter will say, "Come up, you've had your hell
A-working old Number Three."

To the men higher up, if you believe in prayer,
Give us something to light up the way.
Don't wait till we are called to the Great Beyond
To work on the Great White Way.

(The above is by R. D. Thompson, second operator at Vermillion, S. D., who evidently works by the use of the oil lamp.)

A. E. Sole has been appointed agent at Utica, S. D., which was received on bulletin.

Mrs. Perry Collard, wife of Switchman Collard, is spending a few weeks with relatives at Sibley, Iowa.

Brakeman Harry Kelley and wife have returned from a sojourn through Oklahoma. They are "newly-weds" and it was Mrs. Kelley's first visit to that state.

Mrs. Fred Brown, wife of Switchman Brown of Sioux Falls, is visiting at Cherokee, Iowa, with home folks.

Miss Beulah Brown, daughter of Agent J. H. Brown of Hawarden, visited at Sioux City during Interstate Fair week.

Despatcher H. L. Hoskin and wife have returned from a trip to the Western slope. They report a very interesting trip.

The "coach hole" at Sioux Falls, known here-

before as being about the darkest spot on earth at night, has been equipped with electric lights and is now in line with the "Great White Way."

Miss Hannah Grannink, bill clerk, Sioux Falls, is visiting various points in the West, having been granted a six weeks' leave of absence—a recreation much due her.

Employees of the S. C. & D. serve the public in other ways than one. Recently an automobile was stolen at Sioux Falls. Agent Wallenberg at Harrisburg learned of the theft early the next morning and heard that a strange car had been left in the road a short distance from his station. He immediately reported the case to the operator at Sioux Falls and the information was in turn given to the owners of the stolen car. Developments proved out and in a short time the automobile was recovered by the owners. While the tires and tools were missing, the owners were very grateful to the Milwaukee for their efforts.

L. R. Hollinshead, car foreman at Sioux Falls, is constructing "peak" roofs on the buildings in his jurisdiction. The buildings, which are of the "box car body" type, will be materially changed in appearance.

Switchmen Ray Hunter and "Jack" Haffey, with their families, motored to Rock Rapids, Iowa, Sunday and enjoyed a family reunion. The principal part of the menu was fried chicken.

Miss Esther Fitzgerald, assistant accountant, and Miss Ollie Lindbloom, station pay roll clerk of the superintendent's office, enjoyed two weeks of "reel" fun out in California. They dined with the movie actors in everything.

Miss Elsie Brevik has returned to Sioux City after an absence of three months, and we trust her health has been much improved.

Despatcher Rex Truesdell is always seen carrying a paper sack to work. Now, it is sometimes wondered what the sack contains.

As a suggestion, would it not be a good idea to move the general car foreman's office to Sioux Falls? I think Dollie and Les would approve of that.

We certainly have had lots of law cases, but really we have never had as big a case as the one of a certain Elk Point lawyer and one of our Roses in the superintendent's office.

Miss Charlotte Parrell took a run home to Milwaukee and came back all "dolled up" like a little "Brownie."

I do not believe we have ever mentioned little Curtis Donald Buford. He is now three months old.

Despatcher Jimmie Shoemaker had quite an exciting time the other evening. He came down, got in his Ford sedan, looked around—and there was a hobo. Jimmie said he got out first. Now as to just HOW he got out is the big question.

Carl W. Surely likes to make out the weekly engine assignment.

Miss Mary Walton, stenographer to the chief clerk, superintendent's office, has returned from Minneapolis, where she spent the week end with friends. She is now planning her annual two weeks' vacation, which will be spent in various parts over the system. We trust you will have a most enjoyable time, Miss Walton.

Breezes from the Windy City

Charles Moskovitz

Joseph Urlacher, Kinzie street station, is the proud father of a bouncing baby boy. He weighs nine pounds. He has broken the rule prevailing at Kinzie street and is the envy of the other fathers, who have only girls.

We are sorry to hear of the illness of N. W. Pierce, who is confined to his home, and trust that his recovery will be speedy and that we will soon see his familiar figure in the office again.

Art Perlick of the cashier's office came down the other morning with a grin from ear to ear and his chest all swelled up. He is the proud daddy, as the stork left a nine-pound boy at his house. Hope he grows to be like the old man.

We are glad to see a veteran of the office, George Andrews, back on the job again, as he was confined to his home on account of illness. We also wish to extend to him our sympathy in his recent bereavement in the loss of his daughter.

We always thought that Cupid played most of his tricks in the spring or summer, but he shot one of his arrows at Charlie Sharkey and, not having

the necessary armor, it penetrated. We understand that Charlie is going to be married Thanksgiving eve. Gee, he has a lot of nerve these days. You tell 'em, married men.

Jim Higgins called yesterday to see the boys. We were glad to see him and gladder to see that he is getting on his feet again after an illness of over six months. We trust that he will be able to be back with us soon.

John Gable has achieved considerable fame, locally, as a prestidigitator of no little worth. One of the boys from the cashier's office, chancing to pass John's house the other evening, hailed him and invited him out for a walk, when the following conversation took place:

Caller—"Oh, John, c'm on out and take a walk." John (with his head out of window)—"Can't come out now. Everybody's had their supper and gone out. I'm makin' eggs and I gotta go now and eat myself."

Somebody spread a report the other day that the government was using alcohol in the manufacture of paste for postage stamps. Some doubting Thomas tried the taste of the cashier's postage stamps and declared a distinct taste of alcohol was discernible.

At least three men have applied to the cashier for the job of sealing and stamping the daily mail. No wonder the young lady incumbent is always in such wonderful spirits.

Miss Anna Merz has regaled the office during the past week with many anecdotes of her recent trip to Grass Lake, Ill., in an automobile—or, rather, a Ford. It's all right, Anna, but all boiled down, it appears to us that the trip was a choice assortment of bumps, slaps and knocks, with a muddy hen dinner (or was it a mud hen dinner?) as a conclusion. We've taken those trips in a Ford ourselves, Anna.

Miss Jane Bohnr, of the superintendent's office, has not been feeling well lately and has lost some flesh. Cheer up, Jane. It may not be true and you may get him back.

Assistant Superintendent E. F. Rummel went home sick a few days ago, having contracted a severe cold. At this time he is reported improving and will be out in a day or so.

Miss Margaret Kress, the female Beau Brummel of the superintendent's office, certainly is there when it comes to glad rags. I wish I knew who she gives her old ones to.

Miss Lillian Carlson, of division accountant's staff, reported for work one morning recently with a beautiful marcel. How did she keep it up over night?

Miss Gladys Thomas, file clerk, superintendent's office, was absent one Monday morning recently. This violation would not be so bad if it had occurred to one of the male members of the staff. You know how you used to feel Monday morning, boys, in the good old days prior to July 1, 1919.

Miss Jo Lavelle—commonly known as 4 L O—has departed for a vacation at her home in Vancouver, B. C.

In the good old days we used to go to Milwaukee on Saturday night and wake up in Minneapolis Tuesday morning looking for the Milwaukee depot. You tell 'em, Meek, you've had the experience.

Our Roadmaster Schneider will be pinched for speeding if he continues to go down Washington boulevard in his Dodge at such terrific speed that he can't even recognize his friends.

Ella—let's dance.

BEK PAY.—Caller—"Is my bek pay ready, Pete?" Peter—"No. Come back in about ten days." Caller—"What are those checks over there for?" Pete—"Those are back-pay checks for signal men." Caller—"Sure, sure, I'm single man, too."

No wonder Engineer John Bilty is back at work and all smiles! As he passed through the shops his eyes fell upon the 1081, all painted, with the new saddle tank and straight air. Some engine, John. You sure ought to hit the ball now.

Sylvester O'Gar was a business visitor Armistice day. Glad to see our old friends. Come again.

Miss Emma Lake, formerly the shop timekeeper, has resigned her position and is to become the wife of Robert De Witte, shop accountant from Mr. Buelting's office. The employees at the shop presented Miss Lake with a very nice box of silver before she left. Miss Lake's desk is now occupied by Miss Therese Petrone, from the Boulevard roundhouse. Hearty congratulations are extended

to Mr. and Mrs. De Witte from the shop employees, one and all.

The machinists held a stag last week, and from all reports available it must have been a hummer. One of them is reported to have had an exceptionally good time. I wonder who it could have been?

Tice Daly, chief clerk, returned today (Armistice day) from his vacation. He reports a very fine time, having been in Baltimore and cities throughout Ohio.



Who's Who of the Accounting Department
Minneapolis, Minn.

"Chuck"

The many employees of the shop accountants will no doubt be interested in learning just "Who Is Who" of this efficient department. From left to right—James Kozourek, Milwaukee, Wis.; George Pyette, assistant chief shop accountant, Tacoma, Wash.; R. L. Whitney, statistician, Chicago, Ill.; D. C. Peck, Deer Lodge, Mont.; E. H. Braun, chief shop accountant, Milwaukee, Wis.; J. J. Buelting, Western Avenue, Chicago, Ill.; Palmer A. Nickey, shop accountant, Minneapolis Shops, Minnesota. Sitting—A. H. Newman, Dubuque Shops, Iowa; A. F. Roehl, Miles City, Mont.

All the fair sex of the office say it is a good picture. The only comment was: "That they aren't nearly half as old as they look. They must have a drag with 'em."

Shortly after Mr. Braun had been promoted to chief shop accountant he inaugurated many new accounting features, among them being the monthly staff meeting of shop accountants. Each month all the shop accountants under the jurisdiction of Mr. Braun gather at some designated point to discuss important accounting problems which confront them. Since the first meeting of the accountants, nearly a year ago, they have proved to be a huge success. Now, if noise has anything to do with success, these gentlemen deserve a lot more—success. The Reds of Russia have nothing on them for noise.

A general staff meeting was held October 22 and 23 in the office of Mr. Nickey, shop accountant, Minneapolis shops. Mr. Nickey's office was chosen for this meeting on account of its being the most up-to-date and one of the best supervised offices on the system.

Many important subjects were discussed and new interpretations given on various problems. Several new accounting features were debated and, although not placed in effect, were very promising. Further discussion of these features was continued until the next meeting to enable the accountants ample time and opportunity to work out improvements.

A few extracts of the meeting: Mr. Whitney—"Now, boys, we'll credit stock of material." Mr. Buelting—"Say, Jim, where ye going tonight?" Mr. Newman—"Where's the livest show in town, George?" Mr. Nickey—"Now about that stock of material." Mr. Braun—"Gayety, of course." Mr. Roehl—"That's where I'm going; now, what's that about stock of material?"

Mr. Lathrop, traveling accountant, was also present, but he refused to "travel" outside and have his picture taken with the rest of 'em. He said that he was too good-lookin'. We all kinda believe him, too—after looking over the picture.

East Wind
Mile-a-Minute

A young lady cigar clerk was the cause of a painful accident to Mr. Harder of the general manager's office. While in conversation he accidentally slipped his little finger in the automatic cigar cutter. He is doing as well as could be expected.

Christmas

Years ago, there was a star
Seen by wise men from afar,
And that star, exceeding bright,
Ever since hath been the light
Of all wise men, leading them
Onward still to Bethlehem;
Peace on earth, good will to men,
Is its meaning now, and then,
Bidding hope, dispelling fear,
Bringing to the world good cheer,
Ever guiding us above,
Star of Hope, and Star of Love.

Mrs. Chauncey Shackford Curtis will be at home after December 1, 1920, at 7711 Cregier avenue. Mrs. Curtis will be remembered as Astrid Larson.

Miss Mabel Moloney is taking a leave of absence and Miss Eleanor Kresin is taking her place.

Mr. Penfield has quite a display of antiques in Room 1215, in the way of ties, rails, etc., which have seen considerable service on the Superior Division.

You have all seen the new overcoat, haven't you? G. R. Morrison has one and everyone is talking about it. Some class.

Great excitement in the vicinity of Park Manor. Miss Bessie Drach was awakened by the brave fire ladders this morning, and considerable damage was done by fire to the building where she resides.

We understand Superintendent Lollis evened things up with G. W. Miller. Mr. Weidenhamer's chief clerk, for relieving him of a number of L-2's, according to reports from Rockford.

Have you seen Jim Kelly's new watch and chain? He has been appointed "Keeper of the Time Files."

Miss Clare Stewart, formerly of the general manager's office, dropped in on us the other day. She has been visiting in the West.

Most folks know that although it is harder to climb into an upper berth than into a lower one, it is easier to fall out of the upper. Ask Johnny—she knows.

P. J. McKenna has been spending considerable time in the vicinity of West Englewood.

Miss Ann Pearce, Mr. Cannon's secretary, has left the service and Miss Hazel Allexan has taken her place. Miss Allexan is a sister of Florence Allexan, in F. S. Pooler's office.

We are all glad to see Mr. Witt back with us again, after being on the sick list for a considerable length of time.

The Oriental Freight Department organized a bowling team, but we understand have thrown up the sponge after being trimmed by Max Seibengartner's Braves. R. T. MacSweeney was anchor man, with an 88 score.

J. Vincent Stafford sustained a very serious injury to his wrist recently and has been under the doctor's care.

Miss Alice Pleiss, of the general manager's office, is spending her vacation in California.

Madge Ginaine reports that she served at the Fish Bazaar at the Blue Herring, Glenview.

Bill Ahern, of Mr. Silcox's office, just returned from a visit to Seattle, Miles City and other points along the Coast Line.

P. H. Jones is to be complimented on his promptness in having snow plows mounted. Prompt action on his part avoided a serious disaster in the greasy spoon.

Mr. Larson has just returned from California, where he spent a short vacation.

We expect to see more of Rowley's wrecking crew from Savanna since the new service on the Illinois Division has been put into effect.

R. J. Walker, milk agent, is spending his vacation in California.

An unusually loud report while a flashlight photograph was being taken in Mr. Spratlin's office on pay day, stirred up considerable excitement in Mr. Byram's office. Everyone got quite a scare and the paymaster's bodyguard was up in arms in an instant.

Mr. M. Nicholson, general manager, lines west, has been at the general offices in Chicago for several days.

Bob McSweeney initiated a new winter top on his Premier last Sunday afternoon.

Conductor Dougherty, on No. 7, Saturday the 6th, thought a theatrical troupe broke loose. Lucille, Helen, Hazel, Mabel, Florence, Fern and Bernice lived things up in Omaha, returning Monday morning.

Milwaukee Shops Items

H. W. Griggs

Rain at last (October 16th.); then summer, two weeks; then a little snow. (Mr. Nellins, take notice.) Then more rain—and it kept it up until Harding was elected.

Chief Clerk James McCormack once more has the sympathies of the force in the death of his mother at Madison, October 17th, at the age of 63 years.

MILWAUKEE—hit

FIVE

Our H. J. Wandberg, stationary boiler inspector, has gone to Minneapolis, his old home, in the same capacity. William Hopp of Dubuque takes Wandberg's place here.

George Hennessey, with the United States Rubber Company, was a caller the 25th.

Veteran Werner Stamm was another of the old-timers to pass away. He died October 24th, having been with the company since 1887, in the car department.

Mrs. Thomas Wotherspoon, wife of our veteran patternmaker, died on the 23rd.

A recent letterhead of the Midland Railroad out West shows that our Alex Young is superintendent of motive power. Also, that James Connors is superintendent of motive power of one of the Colorado railroads. Good for you, old pard.

Electrician W. C. Schroeder has returned from a six months' rural outing in the Southwest, much improved in health after an outing on the farm.

Our babbittman, Nicholas Port, and his good sister enjoyed the publicity of the oldest twins born in the city. Mrs. Schuetz looks ever so much like her brother.

T. M. Kirkby, chief draftsman, M. E. department, is taking a well earned vacation the middle of the month.

There is such a bunch of blueprints to be gotten out that our machine capacity is not sufficient, making it necessary to have some of the work done downtown. Our experimental camera copying and reducing machine, if successful, will help out in much of this kind of work.

John F. Devine called on the boys the 4th. He has a good pattern shop business on the south side.

Engineer E. A. Muetz, whose death was recorded in the November Magazine, killed in collision in the Rocky Mountains, was a fireman in our time while at Madison, Wis., and Portage. He went West with the new line.

The colder weather is reducing the bunch of employees' autos parked at the crossing.

The blueprint department has at last moved over to the "Palace." Veteran John Horan is occupying our old photo room in the old S. M. P. building, hardly a place to hang his hat.

The shops close Saturdays for the present, beginning Saturday the 13th. Some 400 of the men have been laid off, temporarily we hope.

John Horan and Ople's photo shows up well in the November Magazine. John C. Fox most graciously acknowledges receipt of a copy of the larger print.

"Why Liberty Bonds Are Down," as explained in the November Magazine, is all very well, but what ought to be done, as one of our big men has said, is for the government to make the Liberty Bonds legal tender and stop this foolishness. They are, or ought to be, just as good on their face as bank notes, giving the man of small means a chance to come out at least even if he needs the money.

We are again filing and checking boiler test government reports. This time the stationary boilers.

The snow plow work is being rounded up in photographs. The classification locomotive diagrams are now issued in white prints instead of blue prints, the work being done in Chicago.

Boiler Inspector Wandberg of Minneapolis dropped in the other day.

You ought to see Jensen, one of the busiest men on the plant.

Two new kinds of cab windshields for locomotives are being tried out, somewhat on the automobile order.

Freight Auditor's Office

We wish each and every employee of the C. M. & St. P. Ry. Co. "A Merry Christmas and a Happy New Year."

A banquet given by the Supervisors' Association of the freight auditor's office took place Saturday evening, November 6th, at the Hotel Randolph. It was distinguished by the presence of Walter V. Wilson, comptroller, and Mrs. Wilson; J. Welch, assistant comptroller, and Mrs. Welch; E. A. Reynolds, freight auditor, and Mrs. Reynolds; J. T. Carney, assistant freight auditor, and Mrs. Carney; W. P. Heuel, chief clerk, and W. F. Miller, assistant chief clerk, and Mrs. Miller.

The banquet was followed with musical renditions and recitations by members of the freight auditor's office, punctuated by addresses by Messrs. Wilson, Welch, Reynolds, Carney, Arvidson, May and Miss Oberg, and was concluded in dancing.

That all those who were present spent an enjoyable evening is putting it mild.

H. A. Arvidson, transit inspector, is contemplating organizing a jazz orchestra and is anxious to hook up "Jake" Kraebber, the eminent violin virtuoso. The "T. I." is a wizard at the drums and bells and a peppery band is assured if he is successful in securing sufficient talent throughout the office.

Ed. May, crack bowler, has been appointed assistant transit inspector. Good luck to you, Ed.

George Aff, bureau head, relief claim bureau, recently on a Saturday afternoon had a painting party, to which A. J. Frandsen was invited. Adolph sure did enjoy this party, for he showed his appreciation when the chicken supper was served. Does Adolph like chicken? Ask him.

Charlotte, the fancy ice-skater, has a real rival in the person of Lydia Wechter, the undercharge record clerk. Those wishing to see her execute the intricate evolutions on the ice can do so by visiting Humboldt park during the skating season. She skates on one foot in everything.

F. W. Mueller, the whirlwind bowler, has been nicknamed "Polar Bear." In order to keep his steam to the proper temperature he opens the windows as wide as possible and basks in the frigid breeze, while we all execute a natural shimmy. How come?

Virginia Blumel is home with a sprained ankle, but is getting along nicely.

Miss Sophie Domik was married November 10th. She has our best wishes.

Henry Kraebber failed us this month, but gives us the assurance he will have notes for us next month. Don't forget, Henry.

The claim checking bureau believe they have the "berries" in the "Hallroom Boys," Frank and Gene, who look after the records. Anyone wishing to enter any two candidates against them in a chicken-chasing contest will get in touch with Bill Stern.

Miss Manney, who decorates one of the intermediate desks with her lovely presence, is taking up domestic science and continually raving about John? What are you learning to cook, Miss Manney? Irish stew, Irish confetti, etc.? If you can cook as good as describing John, he will live a long time.

Otto Reinert, the young guardian of the tracing village, is afraid of the nature of the Christmas presents to be given to his girls. From appearances they all must expect diamond wagon wheels! Well, girls, best of luck. Get the boys while they are young and tell 'em nothing. It's your only chance. You know, with age they ripen and get wise.

We often wonder if Miss Quilici is going to marry an ordinary male man or a diamond mine? From the looks of her fingers, it's a fifty-fifty guess.

Our popular young drummer, George Thurn, has new aspirations—to be a singer. He sings weekly (not weakly) and receives so much applause for encores he runs out of gas. Well, that's better than being run out of gas. Keep it up, Caruso—but be careful about singing in the

office. Somebody passed your desk the other day and wanted to know if you dropped your tonsils.

Good news from the front. Bill Rosanka has left the hospital. The old boy had a close call, but it was nothing new to him. He had a bunch of them over in France. Once he was so close to death he could hear the lilies of France fighting among themselves as to which one should decorate his grave.

Oh, yes, success is coming to the relief claim bureau. We now boast of a Packard, leaving the Oldsmobile completely in the shade. What is it that could stop an Oldsmobile on bad roads or flat hunting? Of course, they can cross the lake but they won't climb stairs. Oldsmobiles get thirsty, too, but water is good enough for them. Did you ever try putting gas in the tank? B—r may be good to drink, but you can't run a car on it.

Welcome back to our department, A. H. LaRue and J. W. Wilson. May your stay be a long and joyous one.

Have you seen "Our Bill" all spruced up in his college hat and overcoat with a real seal collar? Notice Schroeder, also. They are up on dress parade. Does riding in an Oldsmobile require such dolling up? It is not customary when two persons have a birthday anniversary to celebrate on the same date. This being leap year, it's her treat.

Rulers are out of style, but Miss Miller still has a craving for one. A good old wooden ruler, not a monarch.

Hello, Lyle, have you forgotten your friends in the freight auditor's office since you arrived in Savanna? How's the old Sax? Does she play just as loud as ever? Let us hear you in Chi.

Miss Ruby Garland was called to Milwaukee, Wis., on account of the serious illness of her brother.

Herbert Kamin left the freight auditor's office to take a position with the company at Galewood, Ill. There were many tears shed by the girls as Herbert was very popular. The change was made on account of his health. We all wish him success. Joseph Hanavan, another popular young man, now has the position. Too bad, girls, he is married.

Miss Helen Erovitz is ill at home. We are hoping for an early recovery.

The Misses Norma Hurtienne, Gladys Goodman, Mary Sheridan and Edith Marquiss spent a very pleasant Sunday at Glenview, Ill.

Hair bobbing seems to be quite a fad. Have you noticed several of our girls?

Harry E. Bowlus, head clerk of interline forwarded balance bureau, has been appointed vice-president of the Freight Auditor's Supervisors' Association.

Mr. Snyder is with us again as bureau head. Everybody likes to come back to the interline and, of course, we like to have them with us.

Wm. J. Ganzer has returned from New Ulm, Minn., where he spent a month farming and hunting. We were expecting a fox fur piece or something of the sort, but when it came down to the point, Bill neither "ran with the fox nor followed with the hound"—he set the pace.

Charles Schulze is now in charge of the suspense bureau. "In suspense all the time and in doubt most of the time," sighs Charlie.

Wm. J. Stern from now on will spend eight hours a day supervising the work in the claim checking bureau.

During the baseball season one of our clerks was hoping wildly to win the weekly high. He said he would give us all a wonderful time and to wind up the gaieties he intended getting sixty autos and taking us for a ride about town. Bill Stern, knowing said friend's quiet methods of celebrating, thoughtfully remarked that with an order for sixty cars the undertaker would probably throw in the hearse. Now, Mark Twain has positively nothing on our Williams. If we ever have a Hall of Fame, in he goes—first. Well, we didn't do much in the baseball line, but when the yacht race came along we took the wind out of the Irishman's sails alright. Before some bright son of Erin says it, we will say it ourselves: "All the Irish are not skippers."

Has everybody noticed the disappointed blonde we have binding our records?

Attention, everybody, while I let you in on a secret. Johnny Drees has graduated from book-binding to correction vouchers.

Girls, what will we do after January 1st, when we can't wear "cooties garages" any more? But never mind, Mr. O'Neill will tell you how to adjust your coiffure.

Anna O'Donnell, just in the middle of an interesting exploit, when bell rings. She: "Oh, dear, why does it have to ring?" Yes, that's it—why does it?

Some bright sayings of the bunch:

1. Laura, what is the number of Mosinee, Wis?

2. Please, may I have a pencil?

3. Gee, I darn near fell out of the window.

4. Gertrude (Sturmer), give me that book-making box right back to me.

Casimer Cirzan has become so quiet of late, I wonder if he is contemplating suicide or marriage? Yet he thinks they both mean the same.

Miss L. Hinley, benefactress at large, is busy giving instructions as to how to keep working before the five o'clock bell rings.

By the way, has everybody forgotten about the St. Paul dance, due November 30? Here's hoping the waybill filing bureau will be well represented.

Nothing ever happens in the computing bureau, so Hazel Doerr has nothing to say. Incidentally, it takes her a long time to say it.

Edith Marquiss says that she knows an awful lot, but isn't going to tell, so this month she is keeping us guessing.

Stop—Look—Listen! We have with us a vampire, Cordia Cassill of the dictaphone bureau.

It seems as though our friend Sadie Stein was somewhat disappointed, or slighted, at the banquet Saturday night, being as they overlooked her to take part in the program. Believe me, she is quite talented—she can shimmy, she can sing, is, in fact, a born comedian. Never mind, Sadie, the next affair you'll be the first one to shine.

The seven-year-old daughter of W. Helwig, bureau head, was seriously injured by being hit by an automobile while on her way home from school. It surely was a severe shock to Walter and we hope for a speedy recovery.

James Graham, the genial superintendent of our building, is in possession of an unusually odd scarf pin. He (Jim) says the stone is a cross between a paving brick and a hard boiled egg. He also states that the stone is not for sale, because the fellow who owns it may request its return at any time. Anyhow, ask Jim and he will tell you all about it.

We note that the Bowling Club has again come to life, with a challenge posted on the bulletin board in the freight auditor's office, meeting all comers. Well, look out, we saw numerous good bowlers reading the challenge and walk away with knowing grins on their faces. Good luck!

In a hotly contested bowling match between the freight auditor's crew and the head clerks, at the Chateau alleys, the head clerks went over the top by 13 pins. Below find the score:

Walschon ..129 138 161	Carney146 166 153
Frandsen ..133 178 141	Reynolds ... 86 132 119
Heimerle ...110 116 122	Heuel121 81 90
O'Neil118 127 98	Miller138 112 151
Aff157 135 157	May184 166 162
Total, 2020	Total, 2007

To All Concerned:—The Freight Auditor's Supervisors' Association is very grateful for the enthusiastic support given in making its first social affair (banquet) a success, and particularly thanks all those who participated in the evening's entertainment, which was certainly enjoyed by all.

Kansas City Division Billie

Ottumwa is just getting back to work after a big Armistice Day celebration, the main feature of which was a long parade at 2:30 p. m. A great number of Kansas City Division employes marched, dressed again in their uniforms.

Dispatcher Lloyd H. Wilson spent his day off the last week of October with relatives in Birmingham, Iowa.

Assistant General Manager C. O. Bradshaw made a trip over the Kansas City Division and looked over the terminal at Ottumwa.

C. W. Jordan, general yardmaster at West Yard was off duty several days about the middle of October and was a very sick man due to an attack of ptomaine poisoning. He was taken suddenly ill while at work and had to be taken to the hospital.

G. W. Taylor visited in Ottumwa over Sunday,

October 31st, and made arrangements to move his household goods to Chicago.

The callers have new headquarters at Ottumwa Junction. They have been assigned to a desk in the trainmaster's office and can now be found there at all times of the day and night.

Switchman Matt McNerney of West Yard has returned to work after being off sick for some time.

T. O. Beistle, formerly of Liberty, but now agent at Gault, Mo., was married November 2nd to Miss Neva Phelps of Braymer, Mo.

The many old friends of Conductor Jim Tisher were delighted to meet him when he visited at several points on the division recently. Mr. Tisher ran a train on this division at one time, but is now a passenger conductor on the Coast Line.

Col. G. L. Taylor of the Bureau of Explosives conducted a meeting at the Y. M. C. A., Ottumwa, on November 1st, with a good attendance.

Mr. and Mrs. Henry Bowen, of the superintendent's office, have returned from a two weeks' vacation, most of which time was spent at Washington, D. C.

Fred Swenson, who for the past year has been stenographer to Chief Dispatcher E. J. Klahn, has accepted a position as secretary to General Superintendent W. M. Weidenhamer at Savanna, and left two weeks ago to assume his new duties.

Engineer O. E. Clark and wife visited a few days the last of October with relatives at Mt. Auburn, Iowa.

An O. R. T. meeting was held at Hotel Ottumwa, Sunday, October 31st, conducted by Chairman G. L. Gallaher.

George Parish, of Ottumwa, who has been away for some time, is now in Seattle visiting his son.

Engineer Geo. H. Giltner of Ottumwa was re-elected sheriff of Wapello county by a large majority.

The Shriners, 200 strong, from Davenport and Washington came in over the Milwaukee October 29th and left by special train after a big day in Ottumwa. Operator "Wiggle" Morrison was among the candidates.

Agent H. F. Owen and wife of Excelsior Springs are enjoying a two months' vacation, getting ready for a hard winter season.

Roadmaster F. M. Barnoske made a trip on October 20th to his farm in Montevideo, Minn., to look after his crops.

Clark Peck, who was recently promoted to the position of wrecking foreman at Ottumwa Junction, met with a painful accident on November 12th on the C., B. & Q. railroad near Russell, Iowa. Owing to a serious derailment of C., B. & Q. Denver-to-Chicago flyer No. 10 at that point, the C. & St. P. wrecking outfit was asked to render assistance, and, while so engaged, Peck was struck by a flying switch chain, breaking his right leg below the knee. He was brought to Ottumwa on C., B. & Q. No. 6 and taken to St. Joseph's Hospital, where he was given the necessary attention. Since Mr. Peck has been in charge of the wrecking outfit, he has enjoyed the best wishes and good will of all with whom he came in contact, and all hope to see him back on the job soon.

Where is John Sowder going to spend his vacation, if he gets one?

Miss Fern L. Williams, alias "Billie," Tuesday evening, November 9th, met with a serious accident while playing "touch-ball" at the Y. W. C. A. An examination at the emergency hospital showed a dislocated arch of the foot. Billie was then taken home in a taxi, quite late in the evening, but by the aid of a pair of crutches borrowed from a friend was able to be at work on time the next morning. To add to her misfortune, one of the positions in the office was abolished when the economy ax was swung and Miss Williams is now doing double duty. This does not discourage our Billie after her physician predicted a quick recovery, which will permit her return to the postponed championship game.—A. J. J.

Seattle Comment "Jay-Aye"

Correspondent P. A. Whaley has moved again, this time having moved next to our export department, Louie Weigand. The salt air that will come from the two salts over in the corner should be very beneficial to our weak-lunged fellow and sister clerks.

Deil Ware, wharfinger pier 6, is laying off for a couple of weeks. Understand he intends going to Michigan to spend his back pay. Why not spend it at Vancouver, Del?

John Eckles, our congenial bill clerk, is the only one left downstairs of the old gang, the rest of his help having moved upstairs. By the way, we have things fixed fine now and are ready for callers. New restroom, cloakroom an' everything.

James Watson LeCrone, after several months' vacation, is back to work, with a sea breeze bloom on his phisog.

Word just received that Water Front Clerk Ed. Hoadley's brother-in-law passed away. Our deepest and sincere sympathies, Ed.

Chris Erland, operator local, looked very forlorn and lonesome the fore part of the week. All Chris had for company was a few cockroaches during the remodeling of the billing department.

Frank Robinson, cashier's office, was on a two weeks' vacation. Understand Frank dropped over to Pasadena.

Charles Brown, custom entry clerk, was in Victoria on business. Understand he brought home a crown cork puller and a confidential price list. How come, Chas.?

The great conundrum: Why does Van always hang on a strap in an empty street car?

P. A. Whaley came down one morning with a beautiful pair of swollen lips. Said he was in a jitney accident. Understand he was out in the woods, calling to the birds. Where didja get it, P. A. W.?

One on Johnny

Oh, Johnny, oh, Johnny, of the O. S. & D.,
Writes stories about people in poetry;
Sometimes he will tell his tales in prose,
But where he gets his information, no one knows.

Some people get mad, and some get glad,
But, of course, neither one makes Johnny sad.
But listen, my friend, to the secret I tell—
A joke on himself John cannot take well;
So turn the trick on him some day
When he takes a slam at you that way.

Minneapolis Shop Happenings

James Nellins

Our friend Thomas Scott of the Milwaukee shops was a caller at the Minneapolis shops recently, looking as dapper and well as ever. He has been coming here for a number of years past and notice no change in his appearance, nor has he lost any of his good nature.

Sympathy is expressed for Harold H. Rupp, motor car department, on account of the death of his father, who died very suddenly October 14th. Mr. Rupp's death was very sudden and unexpected.

Now that the Veteran Employees' convention is a thing of the past, as far as the 1920 meeting is concerned, it would be well for all to read the speech of the president, Mr. Byram. It contains good stuff and the older employees will read it several times, and the younger set should do likewise.

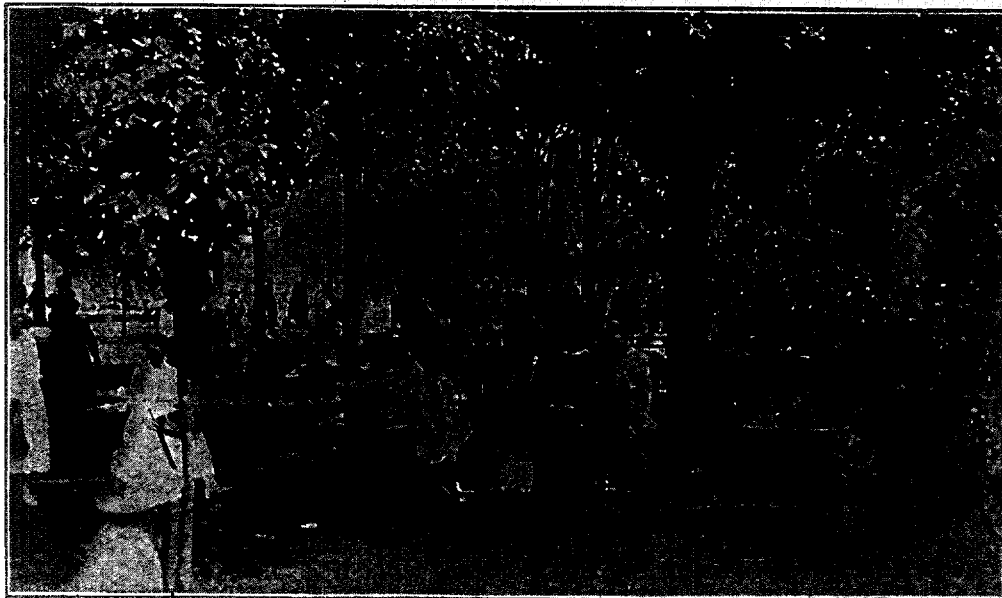
The address of General Manager J. T. Gillick is also an interesting one and when this gentleman speaks he usually says something worth listening to. Also, the comments of Burton Hanson are well worth the time to read—and read them over and then over again.

The change in shop hours, working until 5 p. m. on Saturdays, went into effect October 2nd and seemed to take well with the rank and file, the privilege of having the Saturday afternoon off being fully appreciated.

The vacations granted the office forces are also a matter of history as far as the season of 1920 is concerned and everyone seemed to enjoy the privilege, the season being more extended than was done last season. Now get down to hard pan and show that you know a good thing when you have had it presented to you.

One of the pleasant affairs among the shop men was the marriage of Blacksmith Albin Norlin and Miss Ruth Bender, this most interesting event taking place October 1st. Mr. Norlin is among the most genial and popular young fellows about the place and his wife holds a similar place among her many friends, the young lady having

A Playground for All the People



Ideal Park, Endicott, N. Y., has every known form of outdoor and indoor amusement for young and old. In Winter time, skating, dancing, football, athletic games—clubhouse in which parties are held—afford keen enjoyment to all.

ENDICOTT-JOHNSON

ENDICOTT, N. Y.

Shoes for Workers and their Boys and Girls

JOHNSON CITY, N. Y.

been the personal stenographer to the assistant superintendent of motive power for a number of years and was well known here. Congratulations from the entire shop force.

There was wonderment recently as to why this correspondent was going about with that extra turkey gobbler strut, many wondering if he had been placed in some exalted position or had fallen heir to a vast estate. Exalted position and vast estate, nothing. Never think of such a thing. Grandfather than all, he became grandfather to a fine big baby girl in October, his only daughter making the presentation. So, if anyone desires exalted position or vast estates, let him have them, only leave J. N. that grand little girl.

There was general sorrow expressed by the shop men due to the death of our old-time machinist, Patrick J. Kennedy, this sad event occurring on September 24th. Mr. Kennedy was among the old school of employes, having come here from Racine several years ago, and it seems too bad that the genial personality of old "Sandy" will be seen no more.

The veterans who attended the convention were all favorably impressed with the remarks made by Mayor Hoan of Milwaukee, there being something about his speech that took well with those big boys.

Our shops and grounds have undergone many improvements this summer, in fact about the most extensive during any one season since the shops were erected, and the place appears quite neat and proud in its new dress.

We will say that this correspondent was a sad being when he found he could not attend the Veterans' Convention. Bad luck took hold of us just as we were planning to attend; sickness stepped in and put an end to plans started a year ago. We started out by breaking the looking-glass, spilling the salt, walking under a ladder, meeting the cross-eyed woman in the street car, seeing the new moon over our left shoulder, and then stumbled over the old black cat in the store-room, this combination knocking out our plans that were started on the date of the convention at Minneapolis a year ago.

As Thanksgiving will have come and gone by

the time these notes appear, may you all have had a good dinner and a good digestion afterwards.

Also wish all readers of this magazine a Merry Christmas and a Happy New Year, and may the coming year be a more happy and prosperous one than the year now passing, although this year 1920 has been a pretty good fellow and no joy in seeing him go.

It might be of interest to mention a happy marriage of two of our former office employes, George Peterson and Miss Ethelyn Baddelle, this event taking place October 27th. They were two most popular young people when employed here and it is the general wish that they may enjoy life better and better as they make the long journey together.

Wisconsin Valley Division Notes

Lillian

Helen and Mildred Conklin have returned from a trip to New York, Buffalo, Niagara Falls and Detroit, Mich. They report a very interesting trip and a pleasant time. We were unexpectedly surprised upon their return to be presented with a beautiful gift, for which we extend our thanks.

Mrs. J. Horn has been seriously ill at St. Mary's Hospital. We are pleased to state, however, that at the present writing she has improved slightly and hope she will soon be able to be removed to her home.

Mrs. Pat McGinley and daughter Margaret have returned from an extended trip through Canada. They visited many points of interest and report a most delightful time.

Fred L. Waters, traveling accountant, spent a day in our office.

Flora Emmerich left for Madison, where she entered the General Hospital to receive medical attention. We hope her condition will be much improved upon her return to the office.

Mr. and Mrs. Greenland, machinist helper at Tomahawk, mourn the loss of their infant son.

Mrs. Charles Conklin, Jr., is visiting with her sister, Mrs. John Powers, at Detroit, Mich.

On November 6th we noticed Frank Duvie run-

Stifel's Indigo Cloth

Standard for over 75 years



Did you grow up in Stifel Indigo OVERALLS?

Many are the railroad men who regard Stifel Indigo Overalls as "standard equipment" for railroaders.

It is just as old as the American railroads, and because it serves their needs so well, Stifel's Indigo Cloth has been worn by more than three generations of railroad men.

If you want garments that you can depend upon to give excellent service, be sure to look for this trademark on the back of the cloth inside the Overalls and Jumpers before you buy.



Stifel Indigo Cloth positively will not fade and the dots and patterns positively will not break in the print. Garments sold by dealers everywhere. We are makers of the cloth only.

J. L. STIFEL & SONS

Indigo Dyers and Printers

Wheeling, W. Va.

260 Church St., New York, N.Y.





An interesting device installed by the General Electric Company to control automatically the amount of power used on an electric railroad and thus cut down the cost of operation, has proved highly successful in service on the C. M. & St. P. Railway's 440 miles of electrified trackage.

It is known as a power limiting and indicating system. The system is based on the desire to obtain an equipment which would give the highest load factor consistent with good railroading and to prevent excessive peak loads which might cause serious voltage variations and require the installations of excess generating apparatus to take care of the railway load.

The system accurately records at one place and on one meter the total power supplied to the road's transmission lines at a number of different points instead of the necessity of laboriously adding up records of as many as five curve drawing meters which would be difficult to synchronize.

It is essentially an ohm meter on a large scale, consisting of a pilot wire circuit extending the length of the division, connecting in series all of the substations and the train dispatcher's office with contact making wattmeters with suitable rheostats at the incoming power points and contact making ammeters with voltage lowering generator rheostats in each substation.

The picture shows the train dispatcher's office at Deer Lodge, Mont., with the indicating instrument above the clock. The function performed by this device is that of limiting the maximum power demand and indicating and recording the total net power at all times. The combination of these two functions accomplishes the following:

- 1—Independent of the number of feeding points indicates to the train dispatcher at all times the total net amount of energy being delivered to his division, with permanent record for future study and as basis of power bills.
- 2—Automatically deducts regenerated power if returned to the power company's lines or transfer of power from one line to another over the railway company's transmission line.

The 220-mile Rocky Mountain Division was selected for the first installation as being the most difficult section, due to the five feeding points and the heavy grades with regenerative braking. The apparatus described was designed, built, installed and tried out in service on this section before going ahead with similar equipment for the 220-mile Missoula Division, which has only two feeding points.

One of the great indirect benefits obtained is the valuable assistance the indicating equipment gives the train dispatcher in dispatching trains in such a manner as not to give excessive peaks and thereby lowering the voltage due to the power-limiting equipment. By careful train dispatching, so that one train is ascending the mountain grade while another train is descending, it is possible to assist the automatic equipment in maintaining a good load-factor very materially, and to greatly increase the efficiency of the general operation of the railroad.

"Fourteen Points" of Electric Railroading

Summarizing a paper entitled "The Advantages of Modern Steam and Electric Locomotives," read at a meeting of the American Institute of Electrical Engineers in New York City, A. H. Armstrong, chairman of the electrification committee of the General Electric Company, outlined "14 points" of electric railroading.

Mr. Armstrong's "14 points" sum up the principal advantages claimed for the electric as compared to the steam locomotive. They are as follows:

1. No structural limits restricting tractive effort and speed of electric locomotive than can be handled by one operator.
2. Practical elimination of ruling grades by reason of the enormously powerful electric locomotives available.
3. Reduction of down grade dangers by using regenerative electric braking.
4. Very large reduction in cost of locomotive maintenance.
5. Very large saving of fuel, estimated as two-thirds the total now burned on steam engines in operation.
6. Conservation of our natural resources by utilizing water power where available.
7. Material reduction in engine and train crew expense by reason of higher speeds and greater hauling capacity.
8. Increased valuation of terminal real estate following electrification.
9. Increased reliability of operation.
10. Material reduction in operating expense due to elimination of steam engine tenders and most of the Company coal movement, the two together expressed in ton miles approximating nearly 20% of present gross revenue ton mileage.
11. Large reduction in effect of climatic conditions upon train operation.
12. Postponement of immediate necessity for construction additional tracks on congested divisions.
13. Attractive return on cost of

electrification by reason of direct and indirect operating savings effected.

14. Far reaching improvements in operation that may revolutionize present methods of steam railroading.

"Electric locomotives are now being operated 3,000 miles between inspections on at least two electrified railways and the following figures are available," says Mr. Armstrong in his paper.

Electric Locomotive Maintenance Year 1919

No. locomotives owned	N. Y. C.	C., M. & St. P.	B. A. & P.
	73	45	28
Locomotive weight—tons			
	118	290	84
Annual mileage	1,946,879	2,321,148	566,977
Repairs per mile	6.39c	14.65c	6.48c

"On the basis of pre-war prices, maintenance costs were approximately 60% of above figures given for the year 1919.

In contrast, it can be stated that the present cost of maintaining a type 2-8-8-2 Mallet is fully 75c per engine mile, without including many miscellaneous charges not shared by the electric locomotive. Possibly more direct comparison may be better drawn by expressing maintenance in terms of driver weight.

Steam and Electric Repairs

Cost repairs per mile	Steam Mallet	C., M. & St. P. Electric
	75c	14.65
Weight on drivers	240 tons	225 tons
Cost repairs per 100 tons		
Loco. weight on drivers	31.3c	6.52c

"Including all engine service charges, the facts available give foundation for the claim that electric locomotives of the largest type can be maintained for 20% to 25% of the upkeep cost of steam engines operating in similar service."

ning around in the roundhouse in great excitement and we wondered what the cause might be, but soon we learned that a federal inspector had put in his appearance at the shops. Frank was so excited that he actually forgot to chew his gum for five hours, by actual count. This is very unusual and has not happened before, so Frank did not seem at all natural to us.

Patrick Danberg was taking a forced vacation for about four days, but has sufficiently recovered to be back on duty at the present time.

We are firmly convinced now that Oliver Whittington is associated with some of the large daily papers, as he received all the election returns long before they were all counted. If you doubt our word, just ask Oliver and he will give you the reason why.

Fred Huntzicker, assistant roundhouse foreman, has returned from a business trip to Oregon, where he is interested in timber lands.

Look out, everybody! Bill Streeter, Jr., is busy fixing up a camp for deer season and he is taking his tin lizzie with him, so we can all look for real deer stories when he comes back. We would advise you to be pretty careful, Bill—the "S" on your gun stands for Safety, and not Shoot.

Leonard Bronsted, one of our storeroom employees, and Miss Anna Moe were recently united in marriage and are enjoying a honeymoon trip through the West. Mr. and Mrs. Bronsted have the wishes of all the C. M. & St. P. employees for a long and happy wedded life.

Boilermaker Paul Stoff claims he is not going deer hunting this season, as remembrances of last season are sufficient.

H. L. Conant is putting up a handsome dwelling house at Bradley, where two of his sons are engaged in business.

H. O. Wheelock and Eric Gherke have spent the past three Sundays hunting rabbits, and from what we can learn, all they did was to put in their time—they were never seen nor heard of returning with any game. The past week they were lamenting over the fact of not having a rabbit hound. We noticed in the daily papers that several rabbit hounds had either strayed or been lost or stolen. This looks quite suspicious, as we saw Eric settling this morning with a five-dollar bill, which he claims he lost on a football game. But we are not so sure but that it was to pay up a fine on one of the supposedly lost dogs.

Have not received a bit of news from anyone except Tomahawk and we thank those interested at that place. News around here is scarce, as well as stale, so our notes this month are rather brief. Will thank anyone to send in some news items before the 10th of the month.

News Items from the Northern Division

Hazel E. Whitty

It's about time for Art Beecher to start his annual crop of whiskers. Also, have you noticed his new boots? Oh, baby.

Conductor Francis has put in his annual two weeks' duck hunting. Ducks were not very plentiful in Wisconsin this year and we understand the reason of Fred's silence in the matter.

Bob Gadow and Max Schessow took two weeks

off to go duck hunting at Bob's brother's place in South Dakota. They returned with thirty ducks apiece. Not so bad, is it?

Amos Koch will not know how to act on single track again, after holding down Frosty Monogue's run so long.

Effective November 1st, we have two signal maintainers on the Northern Division. Signal Maintainer Walter J. Kohl is located at Horicon and has charge of the bells west of Iron Ridge. Pat Reagan will have charge of the bells east of Iron Ridge, but will also have charge of the interlocking plant at Oshkosh, so we still have hopes of seeing his smiling face once in a while.

Heinie Arndt heard a noise in his room one night. He did not lose anything but his reputation with his landlady.

Bernard Zieloff, second trick operator at Cambria, is reported to be falling in love.

Grady and Bourbiel deadhead from Milwaukee to Portage every Sunday night and the girls at Beaver Dam say that it is impossible to draw them into conversation, as they fall dead asleep on the way.

Jake Babcock and friend took in the Beaver Dam Fair. It is rumored they rode on the whip.

Operator Page spent a few days in Milwaukee recently, and thereby hangs a tale. When he got home at night, all tired out, and didn't need a soul to rock him to sleep, what was his surprise and disgust to find his bed occupied. Now Page, being a very nice young man, did not investigate much and spent the night on the stairs. When morning came and dispelled all fears of the night before, Page found that it was nothing but a big blonde doll that the boys had put in for a joke. You never can tell, Page.

Frank Whitty has joined the ranks of the benedicts. He was married recently to Miss Jennie Harney of Milwaukee. Guy Alexander, well known to all, did the honors for the groom. The Milwaukee family wish Frank the best of luck.

Mae Mittlestaedt, of the Beaver Dam clerical force, and also a member of Lodge No. 1406, left for Hibbing, Mont., on October 28th, where she will study bronco busting.

In October occurred the death of Herman Rupp, veteran engineer on the Northern Division. Mr. Rupp started working for the company in 1880, as fireman for Charles Marsh. He put in continuous service as fireman and engineer up to the time of his death, and when death came to him he was on his way to work. Mr. Rupp was affected with heart trouble for some time and it was this which caused his death. He was a brother of our former superintendent, P. L. Rupp, and was a man much liked and respected by all who knew him. Surely his was a life that permitted him at the end "To wrap the draperies of his couch about him and lie down to pleasant dreams."

Mrs. John Gorman has been on the sick list.

Looked in vain for the write-up that was promised me about our new tie-treating plant at Granville. Hope to be able to tell all about this in next issue.

Lew Kreps, who was for years section foreman at Rush Lake, recently decided to make a

Nathan Manufacturing Company

Monitor Injectors
Simplex Injectors
1918 Special Injectors
Boiler Checks
Whistles
Globe Valves
Boiler Washers

Bulls-Eye Lubricators
Klinger Water Gauges
Delco Water Gauges
Coal Sprinklers
Gauge Cocks
Angle Valves
Boiler Testers

707 GREAT NORTHERN BLDG.

CHICAGO, ILLINOIS

change. He is now located at Pardeeville, and Stanish Hoppe, oldest man in service, has been promoted to foreman at Rush Lake.

T. Bening, foreman of the bridge crew, had the misfortune to meet up with quite a serious accident lately. While going over the North Lake line on his motor car he struck some stone or other obstacle on a highway crossing, which derailed the motor car and threw Bening and two men violently to the ground. Bening suffered a broken collar bone and bad cuts around his head and face.

Something on the Hip

Some time ago, in our Magazine,

We saw a note from Old Line Bill:

And we've often wondered since

If he is of the same opinion still?

He praised the work on the fast mail,

Fifty-seven and Fifty-eight;

But we contend there are other runs

With records just as great.

But as for Bill himself, I know—

And could take a solemn vow—

He would be just as tired on that run

As on the one he is on now.

You take, for instance, on 101

With T. Monogue and crew,

If it wasn't for the old line

I don't know what we'd do.

But Tom is gone away now,

And I think you all know where—

We are strong for tapping him on the hip

When he gets back from there.

George Hackett is working the second trick at Horicon now. We all like George. He is such a nice man.

"Heap high the wood

The wind is chill—

We'll keep our Christmas merry still."

It is the wish of the correspondent that everyone shall have a merry Christmas and that the New Year following will be one of brightness and prosperity for all.

Iowa Middle and West

Ruby Eckman

Engineer John Leaf of the Middle Division way freight crew has taken a three months' leave of absence and with his wife has gone to California. They expect to spend the greater part of their time at the home of their son in Los Angeles. During his absence Engineer Milo Dillon has taken the way-freight run between Perry and Ferguson and Engineer Lowe has taken the run held by Mr. Dillon between Ferguson and Atkins.

Engineer Henry Clark, one of the oldest of the Iowa Division engineers, passed away at the home of his sister in Milwaukee the fore part of October. Mr. Clark had been in passenger service on the Iowa Division for many years. A few months ago his health began to fail, but he was not compelled to give up his run. He laid off to attend the last reunion of the Veteran Employees in Milwaukee and stayed on to visit his sister, and it was at her home that his death occurred a few days later. He leaves one daughter, June, who is married and

makes her home in Onaba. Burial was made in Perry, beside his wife, who passed on a few years ago.

Engineer Mel Foster has been on the lay-off list for some time on account of infection resulting from stepping on a nail. Engineer Billie Murphy has been on the short run between Perry and Manilla during his absence.

The rearranging of passenger schedules and the re-establishment of the Pacific Limited on November 14th was the cause of a number of changes in the service of train and engineers. In view of the fact that he would have a permanent passenger run, Conductor J. L. Roberts sold his home in Perry and moved his family to Marion, where he purchased a home. The Roberts family have made their home in Perry for many years and will be missed from church and lodge circles.

Conductor Elmer Millard was off duty a few weeks in November on account of an attack of ptomaine poisoning.

Conductor William Simonton and wife spent several weeks of October and November visiting with relatives in the west, going as far as Oregon and Washington.

Conductor Fred Appel returned to service the middle of November after a five weeks' lay-off on account of an injured finger. The injury at first did not seem to be serious and it was not until blood poisoning set in that he realized the seriousness of it, and then the infection was hard to check.

Conductor Hickey was able to return to work after the first real cold snap. "Polly" is a victim of hay fever and was compelled to be off duty several weeks on that account, so he was one of the few who were anxious for cold weather to arrive.

Conductor Frank Dow has been taking treatments at Washington Boulevard Hospital for several weeks on account of an injured arm.

Conductor John Searles has been compelled to lay off for several weeks on account of the illness of his wife.

J. A. Holmes, who for many years was in the service of the Milwaukee and who takes an active interest in all railroad affairs, spent a couple of weeks of November visiting with relatives and friends in Montana. J. A. is one of the most faithful readers of The Magazine in Perry and makes the office a visit along about the 10th of every month to read the news.

Edward F. Lee, the aged father of Conductor Homer Lee, Car Inspector William Lee of Perry and Agent C. A. Lee of Dawson, passed away at the home of his son in Dawson, October 13th. He had been in rugged health until a couple weeks before his death.

In next month's issue we will have the report of the marriage of two of our conductors to make, at least we think so, as they have ordered foreign transportation for two.

Switchman D. M. Flynn was called to Green River, Wyo., the latter part of October by a message announcing the serious illness of his daughter. The young woman died a few days after her father and mother's arrival.

Frank Upton of the Perry yard switching force seems to be the victim of unfortunate circum-



20	8	9	19
6	15	18	4
1	21	20	15
6	18	5	5

Ford Auto

The letters of the alphabet are numbered: A is 1; B 2; C 3; D 4, and so on. The figures in the little squares to the left represent four words. (20 is the letter "T"). What are the four words? Can you work it out? If so, send your answer quick. Surely you want this fine, new Ford auto. Send no money with solution.

SEND ANSWER TO-DAY

We not only give away this Ford auto, but hundreds of dollars in cash and scores of other valuable prizes. Bicycles, Guns, Watches, Talking Machines, something for everybody. Everyone who answers this can have a prize of some sort. There are no losers. Nothing difficult to do. Everybody wins. Someone gets this new 1921 Ford Auto free. Why not you? Address

FORD WILLSON 141 West Ohio Street, Dept. 75, Chicago, Ill.

stances this year. He was compelled to give up his work as a switchman and seek lighter work for a while, and a couple of weeks ago, while cranking one of Henry T.'s models the thing kicked, resulting in a broken arm for the switchman.

Switchman Edward Lavell has taken a three months' leave of absence and has gone to California.

Brakeman J. J. Coan's wife has been quite seriously sick for several weeks. She had a serious operation, but did not regain her strength very rapidly.

Brakeman L. C. Mathis has been in a government hospital in St. Louis for a few weeks for an operation. Louis was in the navy and was discharged with a disability. The doctors recommended the operation for the correction of the trouble, so he laid off and went to the St. Louis hospital.

Brakeman E. S. Clifton's wife was called to Chicago the fore part of November by the death of a relative and while she was there was taken sick.

Mrs. Ben Stapleton returned November 14th from a six weeks' visit with relatives in Chicago.

On Wednesday, October 6th, Boilermaker John C. Barth and Elisabeth Kilmer of Perry were united in marriage in Des Moines. They took a short wedding trip to Chicago and Milwaukee and returned to a comfortable apartment they had furnished in the Carter block in Perry. The roundhouse force presented them with a fine electric chafing dish.

Machinist John Eisle has taken a leave of absence for the winter and expects to spend most of the time in Florida.

Conductor Lee Tolbert was off duty on account of sickness during November.

Miss Faith Sheldon, who has been working in the store department as a stenographer for some time, has taken a leave of absence for the winter. Her place has been taken by Miss Carrie Hess, a clerk in the store department, who was relieved by Miss Mazie Smith.

Melvin Grimes of the roundhouse force was off duty in November on account of a mashed toe.

J. E. Kent of the oil house force was called to Goodland, Kans., in November by the serious illness of his daughter.

Engineer John Gilligan and wife were in South Dakota the fore part of November attending to some business matters.

Engineer Bert Cline hid himself to Amesbury, Mass., the fore part of October and returned to Perry in about a month with a wife. The young lady of his choice was active in war work and the young people became acquainted while Bert was stationed at camp before going to France. They have already gone to housekeeping in Perry.

Miss Ruth Crinnigan went to Rochester, Minn., the fore part of November to spend a few days with her mother, who was at the Mayo Hospital for an operation.

Announcements were received in Perry in October announcing the marriage of Engineer Frank Millard and Miss Vera Hanna Jeffery. The event took place on October 26th in Cedar Rapids.

Announcement of the marriage of Edith Trine to Frank Shackleton, to take place Thanksgiving day, was made at a dinner party at the home of Miss Trine the fore part of November. Edith is a daughter of Engineer Stephen Trine and has been

working in the master mechanic's office as time-keeper for some time. Mr. Shackleton is associated with his brother in the contracting business.

The announcement of the approaching marriage of Engineer Harold Stoner to Miss Louise Diddy, a Perry girl, was made the fore part of November, the ceremony to take place the latter part of November.

Mrs. William McLuen, mother of Conductor Clayton West's wife, died at the family home in Perry on November 13th, after a long illness.

The correspondent wishes the employees of the division a Merry Christmas and a Happy New Year.

Notes from Milwaukee Terminal O'Malley

The first thing I am going to do before I forget it is to extend my most hearty congratulations to Nora B., and Mrs. O'Malley joins me in best wishes for her continued happiness. Glad to know she is going to stay on with us.

Everyone knows Smiling Charley, the heavy-weight B. & B. bridge foreman. He came around with two new suits of clothes, a new overcoat, a new lid, and the last we heard was that he had been married on Columbus day. Want to comment on his foresightedness. Understand he married a widow with children, hence he will not have the trouble of finding a house to live in. Lucky man, we think.

Mrs. R. R. Lewis, wife of Yardman Lewis, is a busy woman these days, since she was appointed staff inspector for the Auxiliary to the Sons of Veterans. Last time we heard of her she was in Superior.

T. J. Heaton has returned from his trip East and New Albany, Ind., where he made a tour of inspection of the field of the Railroaders Oil Company, in which he is greatly interested. Conductor Harry Vedder of the Prairie du Chien Division has just returned from the same field, which is in southern Indiana, and reports that a fine natural gas well has been brought in, with a closed-in pressure of 162½ pounds to the square inch.

Mrs. O. V. Anspach, wife of Yard Foreman Anspach, was sick, the last we heard. Hope she has fully recovered by now.

William French was appointed yardmaster at the Cutoff, succeeding Mr. Breckinridge, Sr.

John Doer, car supervisor, has moved his family to Milwaukee. We wish you and your family success and good health, Mr. Doer.

The smoker given at the Eagles hall, November 7th, under the direction of Brothers Dalke and Axtell, was a decided success. Peter Gibson and Si Dunn were the center of attraction. Do it again, Johnny; you'll have a bigger crowd next time.

The Hallowe'en party given by Lodge No. 942 at Castle hall was a howling success. Everyone had the Hallowe'en spirit. Looks like we have some live wires in our lodge.

Don't get discouraged, Mrs. Axtell. We appreciate all Jack does.

Kansas City Terminals L. E.

C. O. Bradshaw was in Kansas City, October 16th.

RAILROAD POLICIES FOR RAILROAD MEN

One leg, or one arm, or one eye, can't successfully do the work of two, else why do we have two of each in our makeup?

If they are worth having, they are worth protecting. Protect them in the Railroad Man's Company.

More than \$22,500,000.00 paid to 895,000 Policyholders and their Beneficiaries.

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I am employed by the MILWAUKEE SYSTEM

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

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ADDRESS

Continental Casualty Company H. G. B. ALEXANDER **Chicago**
President

W. H. Janes, switchman, was injured in Coburg yards during October. As he had to be absent from work, he decided to go visiting, so went south to Birmingham, Ala., and Atlanta, Ga.

J. F. Anderson, superintendent, was in Chicago on business during October.

J. E. McGerr, labor agent, was ill with la grippe this last month. However, he is better now and able to say, "Not employing any men."

George Washington Thomas is the proud owner of a new overcoat. He says he got it by staying awake longer than the other fellow.

J. H. Lord, roundhouse foreman, is the proud daddy of a 10½-pound boy, who arrived November 3rd. Mr. Lord says he was too late to be president, but nevertheless he's a fine boy just the same.

Mr. Cogdell, city ticket agent, left us during this month to accept a position in Salt Lake City as traveling passenger agent for this company. Our best wishes for his success go with him. His former position will be taken by F. J. Trojel, who was formerly at St. Paul.

Katie Berry, of the Liberty street local office, spent a few days in Oklahoma the early part of November.

Clyde Zane, of Coburg yard office, was hunting during latter part of October.

We also understand that one of the roundhouse men was hunting, too, only he did not know what he was hunting for.

And speaking of hunting, the roundhouse reports that the storekeeper's right-hand clerk is going hunting in the matrimonial field.

H. Zane, of the general agent's office, was in Chicago during October.

Did you hear that Miss Clifford took out \$10,000 worth of insurance on Armistice day? We did. We wonder—

F. A. McCarthy, operator, spent Sunday, November 6th, in Chillicothe.

Dubuque Division

J. J. Rellihan

Four thousand ton drags are getting quite popular on this division.

F. J. McDonald, extra dispatcher on the I. & D. Division, worked a trick in the Dubuque office for about a month while our force were on their annual two weeks' vacation.

Baggage man Jim Donald has resumed work on his run on Nos. 4 and 33.

Trainmaster R. H. Janes and Traveling Engineer Johnson of the I. & D. Division put in about a week at Marquette Yard, cleaning up an accumulation of I. & D. Division business.

Telegrapher Joe Freyhaig had business in Chicago a few days the early part of November.

Ed. R. Derrickson, general secretary of the O. R. T., made a business trip over the Cascade branch. Ed said the Cascade line was N. G.—narrow gauge is right.

"Spike" Hanley has been put on the Safety First Committee, to represent the trainmen, on account of L. Michel being transferred to the Chicago terminals.

Sidney Haudenschild was elected coroner of Dubuque county by a majority of about 2,300.

Conductor R. H. Kearney was called to Garner, Iowa, as a witness in a personal injury case.

Miss Barbars has resumed work at Harpers

Ferry, second trick, after a vacation of over two months.

Machinist Helper E. Anderson of Marquette is at Rochester, Minn., undergoing an operation.

Superintendent of Telegraph E. A. Patterson and Chief Lineman J. A. Light made a recent inspection trip over this division.

General Superintendent Weidenhamer had business in Dubuque a few days the early part of last month.

Miss Noble of the roundhouse and Miss Connell of the store department rode the goat November 8th and became brother clerks. They are both a little lame, but otherwise O. K.

Superintendent Hasenbalg has approved a requisition for a ribbon for this "mill." It sure is generously inked, and this copy looks something like billing from the Twin City transfer, so don't blame the editor or compositor for typographical errors.

Baggage man Harry Lewis, at Dubuque station, and Miss Dorothy Burdt were married at Dubuque, October 27th. The young couple left on a western wedding tour after the ceremony and are at home since November 12th at 712 Lincoln avenue.

On October 23rd a fire started in one of the warehouses near the depot at Brownsville which cleaned up the business district of that village, including the station and ten other buildings. Agent Ben Bothmer did a good job by saving all the records and the contents of the freight house, and he now has temporary quarters in two box cars.

The office of division storekeeper at Dubuque shops has been abolished and the district storekeeper is now taking care of the work formerly done in that office.

A reduction in force was made on this division the early part of the month. Section crews were reduced and pump repairers helpers were also taken off.

Boilermaker Green of the Marquette roundhouse has returned from a visit with his "cousin" at Milwaukee.

G. A. Childe, agent at Mabel, Minn., who has been West for the past four months for his health, has been granted indefinite leave of absence and has left for Arizona, where he hopes the climate will be of some benefit to him.

More back pay. The stationary firemen are the lucky ones this time.

Forest Dohlin, second trick operator at La-Crescent, has taken a month's leave of absence. He is being relieved by J. A. Robertson.

Your correspondent is in receipt of a letter from former Superintendent J. W. Stapleton, under date of October 25th, in which he wishes to be remembered to all his old-time friends and associates on the division.

Roundhouse Foreman Strong of Marquette was at the Spechts Ferry wreck and was not much surprised to see Machinists Jarvis and Stull on the scene after dark to take care of the carload of chickens.

Brakeman "Doty" Artus was on the sick list for several days last month.

Local Chairman Rellihan was called to Chicago on O. R. T. committee work. Miss Barbars has charge of the station.

Bob Wilkinson, former clerk for Master Car

BOSS LOCK NUTS

will make your scrap pile pay dividends.

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used on re-cut bolts will absolutely prevent bolted parts from coming loose. Order some to-day.

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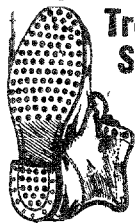
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25,000 pair Field Shoes, slightly worn, but neatly repaired and repolished wherever necessary. Manufactured under Government specifications for strength and durability. Three thicknesses of sole leather, foot leather lined, waterproof. Slightly worn, but a \$15.00 value. Our price \$3.90.

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15,000 Trench Shoes, slightly worn, but neatly repaired and repolished wherever necessary. Equal new in wearing value. Heaviest of high grade leather, waterproof, triple sole, studded with hob nails, and heels with metal horseshoe. Worth \$18.00. Our price \$4.90.

As an evidence of good faith mail us a deposit of \$1.00 for each pair of shoes ordered, stating style shoe desired. Balance on delivery.

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Save big money on your underwear. Send postcard or letter today—this very minute, for these 2 beautiful perfect fitting heavy weight gray elastic rib unionsuits. Full cut. Seams reinforced and overcast. **Send No Money**—pay only \$5.75 on arrival, no more; we pay delivery charges.

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increases strength of delicate, nervous, run-down people in two weeks' time in many instances. Used and highly endorsed by former United States Senators and Members of Congress, well-known physicians and former Public Health Officials. Ask your doctor or druggist about it.

Builder William Brown, Marquette yard, has resumed work in the telegraph department.

Time card No. 8, taking effect on this division today (November 14th), will give us two extra passenger crews. Just at this writing it is not definitely known how the crews will work.

A nice new wash and locker room has been built for the men at Marquette shop.

M. J. Larson, of the general manager's office, had business on this division a couple of days the latter part of October.

Charles Hoffman of Dubuque has taken charge as head boilermaker at Marquette. Machinist S. A. Collier has been promoted to night roundhouse foreman, vice J. M. Tully, who was put on days as gang foreman.

About the worst accident we have had on this division for a good many years occurred Sunday night, November 6th, when No. 66 collided with No. 63 about two miles east of Spechts Ferry, badly damaging engines 6307 and 8124 and derailing twenty cars. The engine crew on No. 63 managed to escape without injury, and it is a miracle that the crew on No. 66 did not fare worse than they did. Brakeman Thompson received only minor injuries, Fireman L. Dissell had one leg broken and badly crushed, and Engineer O'Tool, who was found about three hours after the accident in the coal pile on the engine, received internal injuries. The injured men were taken to the hospital at Dubuque and the latest information is that they will all recover. Leaving Marquette yard, No. 66 got a wait order at all stations from Guttenberg to Edmore, the order not specifying any particular train to wait for. At Guttenberg, which was the only open telegraph office between Dubuque shops and Marquette, No. 66 got an order to meet No. 63 at Cameron. No. 61 left Dubuque shops ahead of No. 63 and made Cameron on the wait order, and the crew on No. 66 figured that they had met No. 63 as they knew nothing about No. 61. An investigation was held on November 10th, but at this time it is not known who was responsible for the accident. No. 63 was in charge of Conductor Dana and Engineer Welsh, and Frank Luke was conductor on No. 66.

Prairie du Chien Division (East)

C. A. Mix

We are surprised to hear that our lonesome brakeman, Sigmund Henry, and Miss Iznie Gill, both of Madison, Wis., were united in marriage at Waukegan, Ill. They are nicely located in their new home in the city of Milwaukee. That's right, Sig, there is nothing like a home.

Passenger Brakeman Rich. Berry, on Nos. 22 and 7, was off duty for several days on account of attending a funeral at Janesville.

Passenger Brakeman Thomas Brennan is again running Nos. 21 and 8, in place of Passenger Conductor Thomas Leahy. Glad to see your smiling face again, Thomas, on the yellow cars.

Charles Peck is running on Nos. 93 and 94. Mr. Peck has been on first shift of Waukesha Scoot.

Passenger Brakeman Richard Warner was off duty on account of sickness, but we are glad he is back again, well and happy.

Passenger Brakemen Henry and Harry Costin-san have taken a sixty days' leave of absence and are working at Milwaukee.

We saw Willard Shiply firing No. 166 to Chicago. Mr. Shiply used to be passenger brakeman on the Prairie du Chien Division.

We are glad to see Brakeman Charles Knight back on Nos. 93 and 94. We missed you, Chick, so please stay where you can be seen.

The depot at Juda has had a new coat of paint, both inside and out, and looks like holiday attire. The engineer has to look twice to make sure that he is at the right place.

Mrs. J. B. Pronold spent the week-end with her sons, James and Barney Pronold.

Operator Joe Stockes returned to his home town, Lone Rock, Wis., on account of Brodhead being taken off. Rather long way from Lone Rock to Brodhead, isn't it, Joe? But she will remember you.

Agent Harry Mitchell and wife, of Elm Grove, have taken a trip through France and Germany to see the sights and visit friends.

T. H. Taylor, assistant agent at Waukesha, and wife have returned from a trip to Boston, New York and other eastern cities.

Northern Montana Division A. B. G.

J. C. Kidneigh, roadmaster for the local division of the Milwaukee Railroad, has left for an extended visit in Colorado, Texas, Oklahoma, Nebraska and Iowa. Mr. Kidneigh will have a much deserved vacation.

N. L. Kennett and family has returned from an extensive trip through the East, visiting his old home in Indiana.

E. W. Johnson, foreman on second truck engine, is on a business trip to Seattle.

Engineers Chambers and Elmer, from the Rocky Mountain Division, are up on this division during a temporary shortage of engineers.

Y. C. Yull, roundhouse foreman at Great Falls, has been appointed roundhouse foreman at Lewistown. B. W. Goggins was transferred to Falls yard.

Walter Pilz, car inspector at Lewistown, has resigned to accept a like position with the Great Northern Railway at this point.

Oil game still rushing to the tune of fifteen cars per day.

Fireman S. A. Bryant has gone to Foxes, Va., for an extended visit.

Frank E. Wright, our popular warehouse foreman, left for St. Paul on October 17th, where he met his bride-to-be, Miss Blanche Fritz, of Ladysmith, Wis., and was married there Wednesday, October 20th. Mr. and Mrs. Wright made a trip to Chicago and Moline, Ill., arriving home on Monday, November 1st.

The freight house employees gathered at the home of Mrs. J. H. Wells, sister of Mr. Wright, on Monday evening, November 1st, and after a due amount of noise the friends were invited in, where they spent a very pleasant evening. Mr. and Mrs. Wright were given a ride through town later in the evening in an old hack, much to the enjoyment of the townspeople.

Miss Alura Gough spent a very pleasant Sunday over in Great Falls.

Master Car Builder C. G. Juneau is here today with General Car Foreman A. Strand, of Deer Lodge, and General Safety Appliance Inspector H. S. Brautigam.

Trainmaster Rothman spent a few days here from Miles City.

Josie Jackson, store department clerk, leaves next week for her vacation. She will go to San Diego, Cal.

Johnnie, in the accounting department, has invested in a brand new sparkler, but as it was too small to fit his finger, he gave it away. Nuff sed!

N. B. Lupton, enginemen's timekeeper, has returned from his vacation in Idaho Falls, Idaho.

R. S. Mook, traveling auditor, arrived here from Chicago and spent a couple of weeks checking up this division. He has now gone to Miles City.

Robert Frank, of the store department, is now working as B. & B. foreman at Deer Lodge.

M. C. B. Jottings "Tzetta"

Geraldine Nelson, our statement girl, attended the funeral of a cousin up North, and also visited her parents at Loyal, Wis.

There were quite a few questions asked by the girls on November 2nd, as to "Who are you voting for?", etc. Anyway, it made the election more interesting, now that the women can vote. One of our girls was lucky enough to have her twenty-first birthday the day before last registration day, so promptly sent in her registration card. Hope all took advantage of the opportunity to vote.

Esther Sovig was a Sunday visitor in Chicago during the month.

C. R. Gilman, our car lighting engineer, made several trips to Cedar Rapids, Minneapolis, Aberdeen, Chicago, etc.

Mrs. Tal Hughes, Minneapolis, wife of our former M. C. B. I. inspector, called on us one day during the month. We all were anxious to meet Mrs. Hughes, for we had heard quite a bit about her from Tal. Will be glad to see you again, Mrs. Hughes.

J. J. Hennessey, assistant master car builder, and J. E. Mehan, C. F., attended an arbitration committee meeting at Chicago on November 10th and 11th.



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And Dress Shoes at \$4.89

A Blow at Profiteering



\$2.48 for a pair of real honest built work shoes. Sounds impossible but it is true and the best part of it is that you do not have to send any money to prove it.

Thousands Have Been Satisfied

The dress shoe we are offering at **\$4.89**, just think of it, **\$4.89** for a dress shoe. This in itself is the greatest bargain of the season, but in addition with every pair of dress shoes sold we will sell a pair of these work shoes for **\$2.48**. A price that sounds like the days before the war. Imagine for a total expenditure of **\$7.37** actually less than the value of the dress shoes you will have two pairs of shoes.



Men's fine dress shoe of high grade black leather, extra quality leather soles. This is a wide last, high comfort too.

Send No Money, Just Send Your Order

and pay your postman \$7.37 and postage when the package arrives. You take no risk as the shoes will be sent to you under our iron clad guarantee of money back including postage if you are not fully satisfied.

We Positively Cannot Sell Either Pair of Shoes Separately

When ordering be sure to mention the size required on each pair of shoes.

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Dept. 219 1201-1209 West Van Buren St.

Margaret Stromberg and Linda Sell were in Chicago one Sunday. What was the cause for all the quietness, Margaret? Does Chicago affect you that way? I can hardly believe that.

Edna Haslam visited friends at Whitewater and from her expression Monday morning I think she hated to come back.

R. L. Whitney, of Chicago, stopped in to see us the other day. Hadn't seen him for quite some time.

Floyd Streeter and Mae Backes were calling on friends in Chicago during the month.

Talk about bowling—we have one clerk in the office who bragged about his bowling, but when

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Can be Used for Work or Dress.
Built on union lasts, by union labor; every pair inspected and union label stamped on inner sole.

Genuine soft leather uppers, strong enough to withstand two retappings; Munson last; soles sewed, not nailed; Goodyear Wingfoot rubber heels, outwear three pair leather heels. Shoes guaranteed to wear or a new pair free. Just send money order or check.

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My internal method of treatment is the correct one, and is sanctioned by the best informed physicians and surgeons. Ointments, salves and other local applications give only temporary relief.

If you have piles in any form write for a FREE sample of PAGE'S PILE TABLETS and you will bless the day that you read this. Write today.

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Shoes—2 Pair—Shoes

A work shoe and a dress shoe at practically the price of one pair. Sent to you without one penny down. All you have to do is pay your postman \$7.37 and postage when the package arrives. It's a money-back proposition, too. Of course, you don't expect full details of an amazing offer such as this in such small space, and you are right. If you look for our big six and a half inch illustrated ad in this issue, you will get full particulars. Wolpers, Dept. 219, at 1201 W. Van Buren Street, Chicago.

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Department "C," THE A. N. PALMER CO.
30 Irving Place, New York, N. Y.

it came to a showdown, he didn't do so well. They said he could only bowl on "home" alleys, where the pins were attached to strings.

Albena Wittak spent Saturday and Sunday with a young married friend of hers in Chicago.

The third annual staff meeting of the car department was held at Milwaukee shops on October 25th and 26th. A very nice program was arranged and during the business meeting a number of very interesting talks were given.

On Monday evening, October 25th, the visitors were guests of the Milwaukee staff at a banquet at the Hotel Maryland, after which there was a theater party at the Majestic Theater. On Tuesday afternoon, October 26th, members of the staff were taken on an inspection tour of the Allis-Chalmers Manufacturing Company's plant.

Two annual prizes were presented, the first prize to H. R. Miller, car foreman at Red Wing, Minn., and the second prize to Ralph Bashaw, car foreman at Mitchell, S. D., for the greatest improvement made, best operation and the cleanest facilities. The presentation speech was made by L. K. Silcox, general superintendent of motive power. These prize signs will be placed on the premises at the respective points and will be visible to all in their travels.

I am sure all the visiting members of the staff will appreciate the efforts put forth by those on the committee, namely: Charles Petran, chairman; L. B. Jenson, George Voth, Jos. A. Deppe and G. Reichart, in arranging for the success of the 1920 staff meeting.

Russell Wilson, chief clerk to Assistant Master Car Builder Campbell, Tacoma, was shaking hands with those in our office during the month.

Freight Claim Department

A Merry Christmas and a Happy New Year.

Miss Catherine Krueger has been seen wearing a diamond on her left hand. Congratulations.

Miss Marie Ladendorf, the switchboard operator, has also been seen wearing a diamond. May you always be so happy.

W. E. Edgar has just returned after spending several weeks on his honeymoon.

Mr. Wimberg, former employe of this department, has just announced his marriage in Louisville, Ky. The friends of the freight claim department wish him lots of luck.

Charles Piepho has just returned after spending a month checking up salvage at Prairie du Chien.

Robert Hughes, a former employe of the freight claim department, but who up to the present was employed in the freight auditor's department, died suddenly while at work November 12th. The freight claim department extends sympathy to those who mourn his loss.

Mr. Hunt is heartily congratulated on his appointment as head of the O. S. & D. Bureau. From the satisfaction expressed by his staff, it is a foregone conclusion that he will establish an enviable record.

Illinois Division

Mabel Johnson

Conductor W. H. Roe, who recently returned from Puyallup, Wash., where he spent many months in the interest of his health, to take up his duties on the road, was again forced to take an indefinite leave of absence. The latter part of October he suffered a slight stroke of paralysis and was taken to the Sherman hospital at Elgin. He later left for Puyallup, and we hope he will again be benefited by the climate of that country. Conductor Roe was assigned to runs Nos. 50 and 39 shortly after his return to Elgin, and it is with regret that it is necessary for him to give up his run. His wife and family are residents of Puyallup, Wash., where Conductor Roe purchased a fruit farm some time ago.

Special Officer George Layton and Agent J. Reinehr of Savanna, who were off duty for a few days on account of sickness, are feeling much better and again on the division.

Miss Agnes Taylor, formerly of the Savanna superintendent's office, but now employed at Du-buque, attended the Eastern Star Halloween dance at Savanna.

October 22nd occurred the death of John Morehead, station employe. Mr. Morehead has been a faithful employe of the company for many years and his death is regretted by his many old friends.

on the division. He had been failing in health for many years, but was on duty until a few weeks before his death. Sympathy is extended to the bereaved members of the family.

Yard Foreman E. Graves has returned from Denver, Colo., where he visited his mother and sister at that place.

Mrs. Ed. Allen, wife of Brakeman Allen, who accompanied her husband to Denver, where he went in the interest of his health, arrived home recently. She reports an improvement in Mr. Allen's condition, which is good news to his friends. On her return trip Mrs. Allen went from Omaha to Red Oak, Iowa, in her brother-in-law's Curtiss plane and says she enjoyed the trip in the air very much.

Word was received by Savanna friends announcing the death of Mrs. Fred Hill at Spokane, Wash. The family resided at Savanna for a number of years, where Mr. Hill was train dispatcher on the Illinois Division. Later they went to Mobridge, S. D., and shortly after, Mr. Hill was appointed superintendent, with headquarters at Spokane. The body of Mrs. Hill was taken to her girlhood home at Mineral Point, Wis., for burial.

Engineer and Mrs. Wallace Wolf were in Dubuque, October 30th, to witness the football game between the University of Dubuque and Cornell College, their son Donald being a student at the latter school.

Brakeman Joe Schwartzinger, who went to Chicago to consult a specialist, was advised to go to Texas for the winter. He has been suffering with lung trouble and has been quite poorly for some time. It is hoped by his friends on the division that the climate of the South will be beneficial to him and that he may return home cured.

Congratulations are extended to Brakeman J. A. Menahan and wife on the recent arrival of a son to their home.

Joe Zigler, who is receiving treatment in the Washington Boulevard hospital for injuries received several months ago at the freight house, spent a few days at home recently. He is getting along quite well, but must receive further treatment.

Mrs. Howard Gentine and little daughter, of Terra Haute, Ind., were recent visitors in Savanna. Mrs. Gentine will be remembered as Grace Thornbrune, formerly in the trainmaster's office at Savanna.

The writer went to Freeport, Ill., October 20th, to attend the White Shrine, where she was a member of a class of 205 to join the order. Miss Doris Calehan, of the superintendent's office, was also in attendance.

Miss Yvonne Losey is the new assistant timekeeper, mechanical and car departments, vice R. E. Vollert, who has gone to New York and other points in the East.

Miss Teresa Powers, of O. Stevens' office, Chicago, made a short but "sweet" visit at the office the other day. Come again—the sweets were great.

Mrs. Anna Bahne, E. & F. timekeeper, is spending her vacation in the sunny West.

Lola Lynn, stenographer, is again on the job after her trip through the West. We heard she brought a little sparkler back with her. Oh! of course we haven't seen it, nor will she admit it. But here is a case where actions speak louder than words.

Here is a secret, but do not tell a soul: We are going to take up a collection to buy Charlie a new pipe. Here's hoping he discards that corn-cob.

We hear trainman timekeeper made his "debut" at Wacker a short time ago in "The Prodigal Son." How about it, Walter.

It has been rumored that extra charges are going to be made for personal calls over the company wire. Poor Julius! He won't have enough left to buy the winter's fuel.

Miss Gladys Hall, clerk in car department, has returned to her duties after spending her vacation in Rockford and Chicago.

Miss Anna Wires, M. C. B. clerk, car department, spent November 11th in Dubuque.

Safety First Rally, Savanna, Ill.

A Safety First Special Rally was held at Savanna, Tuesday, October 26th.



2 for \$5.75

Send No Money!

Two wonderful \$4.00 shirts for only \$5.75. Save at least \$2.00. Everybody wearing these semi-dress Gray Flannel Shirts for business, work and sport.

Cadillac Broadcloth Flannel Shirts
Two \$4.00 Shirts for Only \$5.75

Made of fine quality Cadillac Broadcloth Gray Flannel. Special Winter weight. Two extra large button down flap pockets, faced sleeves and matched pearl buttons. **Cut Extra Full, Coat Front Style.** Double-Stitched throughout. Soft turn-down collar with saten faced neckband. **Thoroughly Shrunk.** Try to match these shirts in any store at \$4.00 each. Yet we offer you two for only \$5.75.

Send No Money Write today. Shirts will be sent at once, transportation prepaid. Pay only \$5.75 on arrival—no more. Money back at once if not more than pleased with the wonderful value. Be sure to give neck band size.

BERNARD-HEWITT & CO. Desk FS8712 **CHICAGO**
430 S. Green St.



Save \$5.00 to \$7.00 and

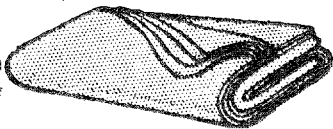
get a real sweater made from wool from live sheep. Wool that has warmth and wears like iron. All we handle is sweaters; every kind, quality and style you want. Here are two samples but you have to see one and wear it a year or two to appreciate the value. Prices are based on cash. It's a straight from us to you proposition. No middlemen or extras.

Cardigan Jackets, fancy front, 3 pockets; black, brown and oxford grey. Sizes 38 to 46. Sweaters are pull-over or coat style. Navy blue, gray, maroon and dark green. Sizes 32 to 46. Money back. **Price** if not satisfied. Write us **\$10.45** about anything else in the sweater line. We have it. **Postpaid**

GREAT LAKES KNITTING COMPANY
Dept. M., 1256 Clybourn Ave., Chicago, Ill.

GOVERNMENT WOOL BLANKETS

PRICE
\$4.90



20,000 elegant wool army blankets purchased direct from U. S. Surplus Division. Blankets that are real wool and will keep you warm for several years to come. The raw material alone is worth more than the price we ask. Slightly used in local camps, but practically as good as new. Inspected, renovated, laundered and sterilized by Government authorities. Our price \$4.90.

Strictly new and just as received by the Government from the manufacturers. Our price \$5.90. Regular value would probably be \$16.00. Either of the above blankets are extra large size.

As a matter of good faith mail us a deposit of \$1.00 for each blanket order, balance on delivery. We will ship blankets by express unless otherwise instructed.

KINGSLEY ARMY SHOE CO.

3652 Cottage Grove Ave. Dept. B-262 Chicago, Illinois

AFTER 40?

A pleasingly written booklet for those near or past middle life. It concerns a simple, drugless treatment that cannot interfere with daily work or doctor's care. It has delighted thousands, is prescribed by hundreds of physicians and indorsed by intelligent laymen all over the world. Not a book about infectious diseases, but wholesome truth. Just say: Send me, free of all charge,

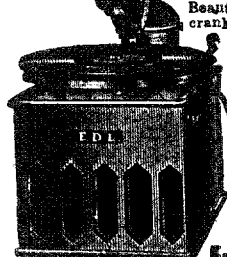
"PROSTATOLOGY"

If depressed in spirit; if backache, sciatica or tender feet annoy you; if nerves are gone, if bladder weakness and disturbed slumber undermine your health, you will bless this book. Do it before you forget where you saw this notice.

THE ELECTRO THERMAL CO.

67-A Kirk Bldg., Steubenville, O.

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Beautifully finished, nickel winding crank, spring motor, speed regulator, stop lever. New improved sound box with mica diaphragm, makes perfect reproductions of all kinds of music. A MARVELOUS Machine in every way. Delighted thousands of homes. **Send NO MONEY** Just your name, and we will send you 24 of our Art Pictures to dispose of on special offer at 25c each. Send us the \$5 you collect and we will send this new improved E. D. L. Phonograph and a selection of 6 records free. E. D. L. F. Dept. 1276 Chicago

TYPEWRITERS

Guaranteed standard makes, fully inspected, strongly rebuilt, \$5.00 down, 6 months to pay balance. Send us your address and we will mail you at once details of the **Most Startling Offer**

in typewriter values. Don't miss this genuine opportunity to secure your machine at a price you'll gladly pay.

International Typewriter Exchange
Dept. M.E. 177 North State Street, Chicago



**\$5.00
DOWN**

The regular Safety First meeting of the Illinois Division for October was held in the morning, at which the current business was brought up and discussed by the committeemen.

In the afternoon a Safety First six-reel motion picture, "The Rule of Reason," was shown at the Fulrath Opera House for the benefit of all the school children.

The main Safety First program was arranged for the evening and was also held at the opera house.

A special passenger train was run over the main line of the Illinois Division, leaving Chicago at 1 p. m., with the general officials and employees who desired to attend the rally. The train stopped at each station for the division men, and arrived at Savanna at 6:30 p. m. Train No. 9 brought officials and employees of the R. & S. W. Division for the meeting, and train No. 54 arrived with employees from the South Line and Davenport. Iowa and Dubuque Division men were also on hand.

The Savanna public were cordially invited to attend, and the opera house was filled to its capacity. The meeting was opened at 7:30 by Superintendent E. W. Lollis, who made a short address of welcome and appointed Company Solicitor C. S. Jefferson chairman for the balance of the evening. Splendid Safety First addresses were made by the following officials: C. S. Jefferson, assistant general solicitor; J. F. Kane, district safety inspector; J. T. Gillick, general manager; L. K. Silcox, general superintendent of motive power; George F. Baker, general adjuster; H. L. St. Clair, district adjuster; George L. Wright, general safety chairman of the C. M. & S. S. M. Ry., and A. W. Smallen, general chairman of the Safety First Committee. Mr. Jefferson had reduced his speech to manuscript for the sake of brevity and conciseness and it was delivered in fine oratorical style. Mr. Kane gave several Safety First pointers in the form of stories, in his own inimitable way, which has the effect of making them appreciated and remembered. Mr. Gillick made it plain that the company expects the practice of Safety First by the men, having in mind that they should consider the safety of their fellow workmen as well as their own. The audience was especially pleased to make the acquaintance of Mr. Silcox, the next speaker, who is a comparatively new member of the official family, but whose influence has been unmistakably felt since the beginning of his connection with this railroad. Mr. Silcox emphasized the fact that the safety of the employees is a vital necessity in connection with the operation of the railroad, as well as from the humane standpoint, and urged the officers and employees of his department especially to fully co-operate with him in the safety campaign, of which the mechanical department is proud. Mr. Baker related the sad after effects of accidents with which his department deals, and which, when realized, have the effect of producing a strong feeling to eliminate the cause. Mr. St. Clair gave his personal observation of the progress of the Safety First movement, from the viewpoint of a claim adjuster, and interested his hearers with several stories as illustration. Judge Brearton, who has been company attorney at Savanna for some time, was next on the program and delighted the audience with two vocal solos, which were very much enjoyed. Mr. Wright, of the "Omaha" Railway, was the next speaker and talked on the causes of accidents in general. Mr. Wright quoted figures showing that automobile accidents are the most numerous in proportion to other accidents, and while, since the beginning of the Safety First movement, railroad and industrial accidents have steadily decreased, automobile accidents have increased in large numbers, both at railroad crossings and otherwise, even in proportion to the ratio of increase in the number of automobiles. These accidents are shown by the causes to be due, in most of the cases, to the recklessness of daring drivers. Mr. Smallen, who has been the active leader of the Safety First organization on the Milwaukee Road since the beginning of the movement in 1912, was the next speaker and told of the progress his department has made, which he accredited to the hearty co-operation of the railroad employees.

Mr. Smallen stated that the accidents have decreased in number every year since the beginning

of the Safety First campaign and have been reduced from 16,000 in 1912 to 10,000 in 1919. This figure, however, is still too high and it is the hope of the committee to have the number reduced to at least 5,000 in the present or next year.

Slide pictures of several representative accidents were next exhibited and explained by Mr. Wright. These were followed by the main picture film, secured for the meeting, "The Rule of Reason," which is a very good Safety First motion picture film, and its moral lesson was well presented, was very interesting, and one which will be remembered by all who have the privilege of witnessing it.

With the conclusion of the Safety First picture the meeting ended, with a feeling of satisfaction on the part of everyone in attendance that it was an evening profitably spent and very much enjoyed by all.

The special train left shortly after the meeting, taking the out-of-town people to their destination.

R. & S. W. Division M. J. Carey

Conductor William Tilden doesn't like the pool game that is being played with the passenger conductors and has taken the pollywog run with the "home guard boys," thus driving Nick Hermes out on the main stem.

On October 17th Engineer H. P. Roe thought he would pay the boys at Freeport a visit, so went down on No. 65, got off up in the yard, and after crossing the transfer bridge was stopped by six desperadoes, who bluntly commanded, "Hands up!" Harvey quickly decided he would rather fight than give up his money and jewelry, therefore threw his coat on the ground and waded in, kicking and striking with all his might and very rapidly, until he had them all on the run. Only one of the gang was successful in landing a blow and that connected with Harvey's head. He chased this bad man up into the I. C. yards, where he lost the trail. The ferocious "hogger" only regrets that he didn't have his razor with him and claims with a few fast moves they could have been beheaded and left there standing.

Trainmaster Connors sent on order to Foreman Mosher at Allens Grove for a few dozen fresh eggs. Mr. Moser informed him that "the hens were losing their feathers and could not fill the order for a while." Now Mr. Connors seems to think Louie is waiting to get some eggs with feathers on.

Brakeman John Ward was off the run the middle of October on account of the death of his father.

Operator F. Unvergast, Burlington tower, is taking a couple of weeks' vacation and has gone to visit his folks in Indiana. Operator P. R. Ammon of Racine is doing the relieving.

General Manager J. T. Gillick, with Mr. Silcox and Superintendent Devlin, inspected Freeport terminal last week. We were turning I. C. engine on our turntable. We had not enough help to turn one big engine, so Mr. Gillick led the official force and helped. I. C. engineer said that was some manager.

Bob Wright and James Dame piloted I. C. engines from transfer to turntable four days and nights last week. Jerry Sweeney made the meeting points with the four aces. No collisions.

Roscoe Askey has a lady friend at Stockton, Ill. One cloudy morning Mr. Askey received a long-distance call from Stockton. "Mary" invited him to come to a barn dance and bring his pal with him. Naturally, being all fussed up, Roscoe could not work the rest of the day. In spite of the bad weather, he decided to make the trip by auto, taking his best friend, Jimmie Mayer, bill clerk of the C. & N. W., Freeport, Ill. (For further information ask the boys about their wild party.)

Oscar Waldecker, bill clerk, had a fine time on his trip to Colorado and is back on the job. Mr. Waldecker is looking forward to making his fortune in that part of the country. We all wish him success and the best of luck.

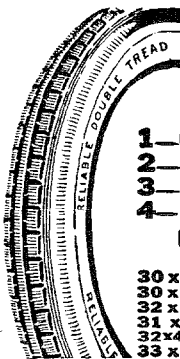
Roscoe Askey starts on his vacation this week. Ask Roscoe about Hot Springs, Ark.?

Jerry Sweeney took election returns at the Republican Club. He was the only democrat in the hall.

Warehouse Foreman "Daddy" Hale was presented with smokers on his sixty-eighth birthday, November 4th.

FREE Puncture Proof Tube 6,000 Miles Guaranteed

For a limited time only we are offering absolutely free a puncture proof tube guaranteed 6,000 miles, with every purchase of one of our famous Reliable Double Tread Tires which are guaranteed 5,000 miles and often give 8,000 to 10,000.



4 Reasons for Buying this Bargain Offer—

- 1—6,000 miles without a puncture!
- 2—Save repair bills!
- 3—Save entire cost of tube!
- 4—Save money on tires!

Price Includes Tire and Tube

30 x 3.....\$7.25	34 x 4.....\$11.35
30 x 3 1/2.....\$8.35	34 x 4 1/2.....\$13.00
32 x 3 1/2.....\$8.95	35 x 4 1/2.....\$13.25
31 x 4.....\$10.20	36 x 4.....\$13.75
32 x 4.....\$10.55	35 x 5.....\$14.50
33 x 4.....\$11.00	36 x 5.....\$14.75
	37 x 5.....\$14.90

FREE RELINER WITH EACH TIRE

In ordering be sure to state size wanted, also whether s.s. clincher, plain or non-skid. Send \$2.00 deposit on each tire, balance C. O. D. subject to examination; 5 per cent discount if you send full amount with order. Rush your order today.

Reliable Tire and Rubber Co.

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SLOAN'S GOES RIGHT TO THE ACHING SPOT

You Can Just Tell by Its Healthy, Stimulating Odor That It Is Going to Do You Good

THOUSANDS of men and women, when the least little rheumatic "crick" assails them, have Sloan's Liniment handy to knock it out. Popular over a third of a century ago—far more popular today.

That's because it is so wonderfully helpful in relieving external aches and pains—sciatica, lumbago, backache, neuralgia, overstrained muscles, stiff joints, weather exposure results. A little is all that is necessary, for it soon penetrates without rubbing, to the sore spot. No muss, no stained skin.

All druggists—35c, 70c, \$1.40.

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Pain's enemy

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will contract with four ex-railroad employes who can devote their full time and several who can devote part time to soliciting applications for our "Paramount" Accident and Health Policies from the C. M. & St. P. Employees

All of our representatives are making a good income selling our "Paramount" Policies. If you are a "salesman" you can do the same.

General Offices

**Accident and Health Department
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**For the Eye Protection of all Those who do
Work that Might Cause Eye Injuries.**

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

**10 South Wabash Ave.
CHICAGO, ILLINOIS.**

Trainmaster Connors visited in Freeport Wednesday.

Home Guard Spur

Engineers Harvey Roe, Jr., Pete Clark and Clarence Ellsworth have recently signed up with the Racine Home Guards. Harvey is handling the motive power on the second shift stub run, while Pete and Clarence are on "gallopers" at Racine yard.

Fireman Fred Tumms, Natale Giardina and Sted Wadmond were examined and successfully passed the required machinery, air brake and physical examination for promotion to locomotive engineers on November 10th and 11th.

Back again! Off again!! Away again!!! Bill Smith, no doubt, is shooting up all the ducks in Delavan township. Fireman John Schultz and Guy Stokes visited Bill a few weeks ago. Following the visit, they were seen at the Delavan depot with market baskets, apparently heavily laden with game. Upon questioning them as to the contents, they assured us that the hunting trip had been very successful; but they refused to give us a peek at the inside. And we happen to be from Missouri.

Conductors Jim Victor and Captain Gillen are very pleased to note by the new time card that their runs are now honest-to-goodness second-class trains.

We see the boys from Chicago were back again this fall, but after Grace had counted them over she found one missing and was not interested. There were none to vamp, although all were willing to be vamped.

Archie comes all dressed up in his hunting outfit, but we don't see any of the game.

H. C. Hanscom is now employed as clerk to the division master mechanic, located in the superintendent's office, the roadmaster and division engineers having been moved to quarters in the Grand hotel.

We are all glad to see that Mr. Hoyer is back at work again after having been off on account of ill health.

Assistant Division Accountant J. R. Allen has returned from a vacation spent in the Ozarks.

Chief Clerk J. H. Chambers and Division Accountant F. T. Black are spending their evenings figuring out how much coal costs in the Ozarks. It seems to be a difficult problem.

Marcella evidently enjoyed the Madison game very much, but as she is so hoarse and unable to speak, we cannot find out very much about it.

River Division Nothings "Bell"

Hello soaks! I mean folks! If I'm here, it's by a hair's breadth. I have always wondered what that expression meant, but the situation comes to each person once at least in a life time, and then we know. First off everybody got so excited about the elections—especially the one for the handsomest engineer on our division, that I expected I would surely have a lot of news and perhaps a picture or two of the winning contestants—so I just waited until the last minute before dashing off this stuff. And now as my write-up goes to press, I'm sorry to state that but one important district out of three has been heard from. Therefore, I'll have to wait until next month to use this megaphone to announce who the prettiest boy is.

One of the candidates retired from the list because something just terribly awful would happen to him (so he said) if his name gets connected with anything like that. She must be a Bolshevik suffragette to make his knees tremble like that, but we admit she had far-reaching influence, as we just didn't dare put the least little blot on his social record.

We are pleased to see the other end of our division (La Crosse) wake up and notice that this division is on the map. There was Passenger and Ticket Agent J. H. Rossbach of La Crosse rushing over our division last month, and Operator F. T. Ross was a hard worker on the committee raising votes for that handsome train puller. We certainly appreciate his efforts and hope he will let us hear often from that end.

H. R. Miller, car foreman, at Red Wing, landed the first prize medal for 1920 for prompt and efficient service at the annual staff meeting of

the car department at Milwaukee. This meeting was attended by all the car foremen of the entire system, and was some big affair. We are highly inflated to think that one of our men should carry off the big honors.

Poor Jerry Walsh, how they do play hand-ball with him. Look once and he's a chief clerk for the terminal superintendent, and then look again and he's back on his old job as clerk in the River Division superintendent's office. But wherever he goes and whatever he does, he never falls down on a job. Mark my words, we'll see him in Congress some day, and it wouldn't surprise me to see him climb higher than that.

Superintendent D. E. Rossiter has a new chief clerk. William J. Kane, from Mr. Gillick's office in Chicago, is the man. He's so pleasant that we couldn't help falling for him first shot. He has learned that it isn't hard to be friendly, but it sure brings results in extracting the limit of work and the best of work out of his staff of assistants.

G. H. Borgman, former chief clerk for Superintendent Rossiter, has been promoted to chief clerk for General Superintendent W. J. Thiele at Milwaukee. It takes a good efficient man to follow his employer up the ladder of success. We know George will keep right on going up; he's got the makings.

Thinking that some of our readers might profit by his experience, Mr. Borgman left behind the following message:

"Tobacco is a dirty weed,

I like it.

It satisfies no normal need,

I like it.

It makes you thin, it makes you lean,

It takes the hair right off your bean,

It's the dardest stuff I ever seen,

I like it."

"For health and beauty I'm well known,

Take a tip.

The dirty weed, let it alone,

Take a tip.

Don't let your beauty fade and wane,

Don't let the habit dull your brain,

Don't have a glazed dome or use stain,

Take a tip."

"I'm off the habit now for good,

Glad of it.

Don't touch no more the juicy wood,

Glad of it.

It makes me cry, it makes me laugh,

To think that I did chew that chaff,

But I've quit being a giraffe,

Glad of it."

The other day when we came down to work we found our big station like a refrigerator. Blooee! It was cold! This seems to stimulate the brain of our clever little co-worker, Walter Anderson, and he produced the following, which was accompanied by little sketches which I am unable to produce in the magazine:

AN APPEAL FOR HOT AIR

Talking of heat—

It makes me think and sigh
Of the days that were sweet,
And of the bottles filled with rye.

Even in our office, Ed, Bob and Mac
Are "broke," or financially short
When the thirst-curing smack

Costs 'em ten bucks a quart.
Now this ancient building

Was built in '44,
When the Mastadon Clan was dwindling,
And this site was a lake shore.

But, Oh, Captain! Oh, Cap-i-tan! my body's cold,
For a little heat, my shoes could be sold.

Hark! my Captain does not answer,
The radiators seem cold still,

The "Yense" may be a tailor or a dancer,
But his works on heat is nil.

In warmth my fingers are fast and spicy,

Now alas! they're cold and icy—

But as all appeals for hot air's in vain,
I'll close "Until we meet again."

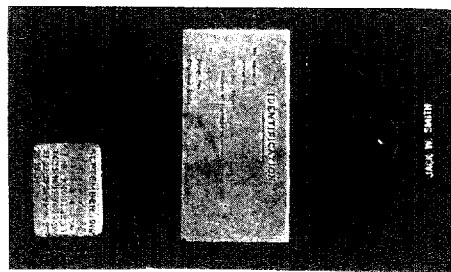
Signal Department Bubbles

Suds

Roy Tyler and E. P. Allen of the west end were

YOUR NAME IN GOLD FREE

On the NEW 1920 Model "LIMITED"



\$1.00

POST-PAID

For this WONDERFUL BARGAIN in a combination BILLFOLD, PASS and CARD CASE made of GENUINE BLACK LEATHER. Has 7 USEFUL COMPARTMENTS, as follows: Secret pocket at back for CURRENCY; large, full size pocket for COINS; window for your PASS; pocket with 12 monthly calendars; POSTAGE STAMP pocket, and 2 CARD pockets. Measures, folded, 3 1/8 x 4 3/8 inches.

ONLY \$1.00 POSTPAID with YOUR NAME in GOLD FREE



BELT

\$2.00

Made of genuine COWHIDE leather. Is strongly made and will wear for years. ALL SIZES furnished.

YOUR NAME in GOLD FREE and only \$2.00 POSTPAID

BE SURE TO GIVE WAIST MEASURE

THE "FLIER" Made of a FINE grade of LEATHER and will show 7 passes. Has extra pocket for cards; also PASS-CASE secret pocket at back for currency.

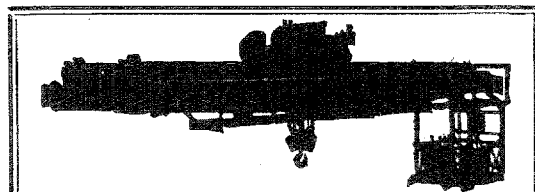
\$3.00 Post Paid A BIG BARGAIN at \$3.00 POSTPAID with YOUR NAME in GOLD FREE

EXTRA lines of GOLD stamping on any articles 30c per line. LODGE EMBLEMS stamped in GOLD 45c each, extra. Satisfaction guaranteed. POSTAGE STAMPS ACCEPTED.

INTER-AMERICAN SUPPLY CO. Not Inc.

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5034 W. Huron St., CHICAGO, ILL.



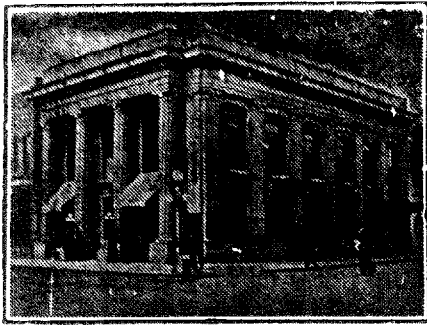
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We build complete equipment for railway shops including: Wheel and Axle Lathes, Car and Driving Wheel Lathes, Wheel Presses, Tire Mills and general machine tools from small tools to Cranes. We also build Steam Hammers.

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LARGEST BANK

Between
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\$3,500,000.00 Deposits
*90% of which are wage-earners
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both visitors the past month. Neither made a lengthy visit, just long enough to shake hands with the bunch and tell us a few things about signalling on the west end.

The order to reduce forces hit this department pretty hard. All repair crews on the road were disbanded with the exception of Weichert's crew, which remains on to finish the work at Woodruff Junction. Maintenance forces were reduced considerably, also the office force. The signal valuation department was all but disbanded. It is hoped the situation will be cleared up somewhat by the first of the year, and the company be able to put back on the payroll at least a part of those laid off. Many, long in the company's service, were forced to take this lay-off.

Archie Alexander of Minneapolis was down attending the supervisor's meeting. Archie sported a big Harding and Coolidge button and told us very emphatically why he was.

If signs mean anything, Gene is going to be a bachelor. The other morning he found a kitten in the office which seemed to take to him like a duck to water. He had it on his lap for quite awhile and it stayed around his desk more or less all morning.

H. Howard Lyons was recently married. We haven't been able to learn the name of the bride before she was married, but the department extends their heartiest congratulations, and may their pathway through life be smooth.

John Bishop has been permanently appointed foreman in the signal repair shop, vacated some time ago by Steve Warren, who is now located on his farm at Hartland. Congratulations, John.

Mildred, when you wave at some of your gentlemen friends, be sure there no others about who might think you were waving at them. Green taxi drivers can catch a signal very quickly.

Martha has completely recovered from her recent operation for appendicitis and is back at her desk again. Congratulations, Martha. Everybody says you are looking fine.

H. W. C.'s new bungalow is nearing completion. He expects to be able to move in before Christmas, and says it will be like a new honeymoon.

Only forty-five more days to Christmas, when nearly everybody will be singing "Peace on Earth Good Will Toward Men." This department extends a Merry Christmas and Happy New Year to all.

The standing of the CM&StP bowling league in Milwaukee to date is as follows:

	Won	Lost	Avg.
Signals	19	5	.759
Cashiers	17	7	.781
Accountants	17	7	.768
Telegraphers	13	11	.762
Rates	10	14	.715
Terminals	10	14	.708
Special Agents	6	18	.710
Chestnut Street	4	20	.680

Individual Averages—First Ten: E. Johnson, 179; F. Coerper, 178; C. Schwab, 177; E. Brock, 174; G. Hiltel, 168; A. Hoerl, 167; E. Hoerl, 167; E. Muckerheide, 164; J. Hoerl, 163; E. Moran, 162.

Doings on the Prairie du Chien Division J. F. Conlin

Sugar beet season is here and the boys on the Prairie du Chien Division are busily engaged in hauling sugar beets to the factory at Madison. Madison terminal on the Prairie is sure a busy place.

The football season at the University of Wisconsin is also in full swing, and the Prairie du Chien Division trains on Saturday are generally loaded carrying football fans to old Camp Randall. By the way, all the back field men on the university team this year, namely, Elliott from Muscoda, Williams from Edgerton, Sundt from Stoughton, come from stations on the Prairie du Chien Division. John Prien, passenger agent, Madison, claims they developed their speed chasing Prairie du Chien Division fast trains.

Engineer J. V. Wilson has returned to work after a vacation of several weeks spent at various points throughout the West and Southwest. He was accompanied on part of his vacation by William Dunn, warehouse foreman, Madison. These two employees number among what we call the old-timers and we sure are glad to see them with us on the job again.

The C. M. & St. P. Bowling League, made up of employees of the Prairie du Chien Division, opened its third bowling season with pomp and ceremony September 20th. J. A. McDonald, superintendent, threw the first ball and of course it was a strike (understand he put in considerable practice at the alleys). The league is democratic in its makeup, as it is made up from practically all of the various departments on the division, from section man to superintendent.

J. J. O'Connell, yardmaster, Madison, is back on the job after a short visit with friends and relatives at Chicago and Freeport, Ill.

E. K. Morice, assistant cashier, freight office, Madison, has returned after spending a short vacation with his son at Minneapolis.

Gabe Saddy, chief clerk, freight office, Madison, is back on the job after spending the week end at Stoughton.

Madison Lodge, No. 564, Brotherhood of Railway Clerks, gave a Halloween party for its members and their friends Friday evening, October 22nd, Woodman Hall. All present had a very enjoyable evening.

Miss Grace Lyons, abstract clerk, Madison freight office, is sporting a new diamond ring. Is this the result of the increase in pay. The wise ones say no.

We are very sorry to learn that Mike O'Neil, switchman, has again suffered an attack of rheumatism. You sure have our sympathy, Mike, and we hope it does not settle in your bowling arm.

George T. Schultz, cashier at Stoughton, who has been away for some time, is with us again and we are sure glad to see his smiling face.

Fred L. Taylor, baggageman, Blue River, Wis., was in Madison recently attending the clerks' Halloween party.

Henry R. Toohey, division storekeeper, devoted automobilist, has been making several trips to Milwaukee of late and he undoubtedly is in a position to tell about the good roads. Having any trouble lately, Henry?

Cupid has been working overtime on the Prairie du Chien Division. We wonder if he gets time and one-half? William Kline, chief clerk to division master mechanic, was married October 20th to Leta Shipley of Cross Plains and they are now spending their honeymoon on a trip to the Coast. Wasn't anything but what we expected. Bill, and the bunch may now expect to see your smiling face at some of the meetings.

Irwin Garner, conductor on Prairie du Chien Division, was married at Rockford, Ill., October 21st, to Hazel Linstead, timekeeper in superintendent's office. Best wishes are extended by Madison employees. Now we know why Irwin has been hauling so many potatoes from the freight depot of late.

Margaret Crandall, statement clerk in superintendent's office, went fishing recently, at least we have heard her talking a great deal about Seales.

J. F. Conlin has been passing out cigars, being the proud father of a new baby girl.

S. O. S. Tide Flats, Tacoma, Wash.

R. R.

Greetings! Don't eat too much turkey on the 25th.

Mr. and Mrs. Ed. T. Brewster are some proud parents. Their baby boy, Benjamin Jamison, took second prize at the Western Washington Fair, held at Puyallup. Benjamin Jamison is 98½ per cent perfect. He was just a little too cheery to take first prize, but we think our junior price clerk is some perfect baby.

Mr. and Mrs. F. B. Footitt have returned from a vacation trip spent in the East among relatives and former acquaintances and old friends. They report a very enjoyable time.

P. A. Jassmer was suddenly taken ill while at work in the filing room, being overcome by the fumes from a charcoal burning heater. He was taken home and returned to work after a few days, feeling better.

J. J. Dorsey, our football star, is playing some very good games, and of course he shows the effects. Doesn't matter to Jack if he is scratched up, his spirit and efforts are genuine, and the wounds are proudly worn.

Al, Pentecost returned from a trip East and was laid up with a bad cold for some days. He

Benefiting the Owners of Locomotives

Every locomotive built by us has back of it the experience and skill acquired in the building of more than 54,000 locomotives for all kinds of service.

And in building our locomotives we endeavor to consider not only the service they will give their owners, but also the comfort and convenience of the men who operate them.

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Ask the man that runs one

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Warmth Without Waiting

In the cool chilly mornings and evenings of Autumn before the furnace or household heating equipment is placed in operation, there are many times when the home is uncomfortable. Not much heat is needed to make the living room comfortable, but just enough heat is necessary to take the dampness from the air. One way of solving the problems of preventing coughs and colds in this season of the year is by the use of an electrical device, which is instantaneous in action, and therefore, gives warmth without waiting.

Such a device is the beam-type electric heater which directs the heat to wherever it is needed. For this reason it is desirable for use in the bath, nursery or bedroom, where instant heat is necessary.

During mid-winter, when the thermometer is at zero this type of heater is a welcome addition to other forms of heat so often insufficient in certain places around the house. This type of heater is light in weight, is easily portable, and adjustable in that the heat may be focused to any spot.

To Ticket Agents C. M. & St. P. Ry

Are YOU selling our
Accident Insurance
Tickets?

If Not, Why Not?

The Travelers
Insurance Company

Ticket Department
Hartford, Connecticut

came to work almost himself again, and we all join in hoping he will soon feel O. K.

P. R. Horr, is making the usual—or would I say, regular—"week-end" trips "West." Nufsed.

Miss Margaret Conley, formerly of Seattle roundhouse office, is with us here now as clerk of the machine shop office. Hope she likes us and is going to make Tacoma her permanent home.

Deep and sincere sympathy is being felt and expressed by all the employes here at the shops over the death of Miss May Stamp, who was taken suddenly ill, and after a few days in the hospital she passed away on November 11. Miss Stamp was with us for a few years and her pleasant ways and charming disposition had made her one of those among the few who are greatly missed. We extend our heartfelt sympathy to her mother in this her great loss.

Mr. and Mrs. Wilson of the car department are enjoying a vacation in the East, Southeast and West. The trip will take them to Mr. Wilson's parents in the South and Thanksgiving day will be enjoyed at Miles City, former home of Mrs. Wilson.

Mr. and Mrs. George Pyette returned after a trip spent in the East with relatives and friends. With them came their niece, Lucille Conrad, who will enter school here, where she intends to make her future home.

We are all settled here for the winter, after the usual summer vacations. Dancing seems to be the real sport of the winter months and everyone is surely enjoying this popular sport.

W. L. ("Bill") Delaney was the last victim of Cupid around here. Bill and Mrs. Delaney just returned from a wedding trip East, and received the hearty congratulations of the office and yard employes in the form of a beautiful sterling silver dinner set.

Eugene Morrill is healthy. We know he is, 'cause he can't carry sufficient lunch to satisfy his craving. He is only 6 feet 2 inches tall and weighs 190 pounds, young and jolly.

For an authority on the best tanks in town to swim in, we refer you to Earl Broadwell. He says the "Y" at noon most any day is ideal.

Clarence says very little or nothing these days. It's a sign something is mighty sure to happen, if he doesn't look out. It is still leap year.

Eddie Johnson is a lady's man, so Morrill says—and what's that about Rex Beach and the summer resort.

Morton wonders why someone can't do four hours' work in two. But he's finding out it takes someone else eight hours.

The Empty Shell

B. (to M.)—"What is a shell bearing?"
M. (to B.)—"I don't know. I'll go out to Shaugness and ask."
M. (four hours later)—"No, it's not."
B.—"What are you talking about?"
M.—"The shell bearing."

Helping

"Some fellows are as happy as can be,
Others just as blue,
When the sun is shining, and
When the clouds come through.

Everybody's got some trouble,
And some joy, it's true;
Everyone is trying to
Succeed as well as you.

When a fellow is blue and lonely,
On his face there is no smile;
You, too, are feeling badly—
Just forget your trouble: Make him smile.

Many hearts are heavy laden
In our world of joy and strife,
But those selfsame faces
Are wearing smiles through life.

We're all happy when life is golden,
When no shadow dims our path;
But, remember, there are others
Who have lost great joy in life.

When you see some people gloomy
And their faces sort of sadden up,
If you don't just feel like smiling—
Try to help those people gladden up.

Then this good old world
Of ours will brighten.
You will be a helping hand
In the making of it into a grander, better,
gladder land."

Another Bit of Chicago Terminals News

Guy E. Sampson

By the way, we wish to state that we made a couple of mistakes in reading the notes sent us last month, and mistook A. F. Wagner for our old friend F. W. W., who was formally located at Portage when we used to spend a great deal of our time at that city. However, both men are 100 per cent efficient on the positions each one holds, and too broadminded to be offended by our mistake. Also we find that we spelled Chief Clerk Hale's name wrong. No offense, Edward, just a mistake on our part.

Uncle Fred Story spent a few days on his farm in Michigan—claims that the scenery is just wonderful.

We missed Mr. Charley from his desk, account of his being detained at home sick.

Mrs. Ida Brody, our comptometer operator at Galewood, has resigned her position.

Did anyone here see (no, not Kelly) Jack Sherry, who has just returned from his vacation spent in Montana? Well, he is as brown as a berry.

Charles Cary and wife spent a few days this month at Portage, Wis.

Oh, yes, don't any of our readers forget the good times that Galewood has once each month.

Our friend, Mollie Slater, is again at the switchboard. We all missed her very much while she was absent on her vacation, from which she has just recently returned.

And at this late hours, just as we are about to go to press, we hear that Benjamin Folk has joined the "Happy Though Married" association. Congratulations.

Yardmaster R. P. Hayes had the misfortune to step on a rusty nail and has been laid up several days. We have been unable to reach him by phone, so cannot say whether the injury was so serious as to have forced him to go to a hospital, or so slight that he was able to attend the shows every night.

W. J. Walthers is acting yardmaster at the south hump yard while R. P. is away.

Louis Hibbard has left the south hump and taken a transfer crew out of Western avenue.

Engineer J. J. Plumb was absent from his position on the night trimmer engine at the hump for a few days on account of being hit on the shoulder by a loose car door on an adjacent track. All glad to see him back.

Switchman Stoddard, formerly of the Wisconsin Valley Division, and Yardmaster Hartman, formerly of Dubuque, have both just completed moving their families to our midst.

The smiling faces of Yardmaster Lee Smith and Yard Clerk Yeagger used to pass our street car every morning in their swell auto, but lately we have missed that familiar sight and are wondering why. They know, we don't.

Trainmaster Fred Miller has been laid up a few days with a sprained ankle. Wonder why he didn't wait till the day before Thanksgiving, as he could then have been home for the big turkey eats. And we surely needed him on the job in the terminals during the rush of perishable freight previous to the cold wave that hit us about the time he was laid up.

Miss Francis Schwartz, one of our jolly "hello" girls at Galewood, spent a week at Omaha, to say nothing of the clean cash she also spent during the trip. Just the same, everybody is glad to hear her cheery, "yes" on the line.

We hear that the yardmaster at Kinzie street yard was away for a week and spent the entire time at Kansas City. Don't know who acted in his place, as we were unable to get any of the employees at that part of the terminals to send us just "a few" notes. And now while we think of it, why can't at least one of our number drop a few notes each month, prior to the 12th, to us at the south hump yard or 'phone us same at that office? Let us make the Chicago Terminal page one that will interest all employees here and also interesting to every part of our great

Saving by Mail

THE Merchants Loan Monthly Statement Savings Plan saves you the trouble of going to the bank every time you make a deposit and puts the whole matter of saving on an efficient business-like basis.

This plan has proved to be a practical aid to systematic saving and is meeting with continued favor. Circular giving full particulars will be mailed upon request.



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Progress Since 1857."*

Capital and Surplus - \$15,000,000

112 W. Adams St., Chicago

Saint Paulograms

The Saint Paul Union Stockyards Company made a large increase in total receipts in 1919 over the previous year, recording a gain of approximately 70,000 cattle and calves, 138,000 hogs and 272,000 sheep.

Total receipts of the Saint Paul Union Stockyards Company in 1919 were 1,500,000 cattle and calves, 2,200,000 hogs and 902,000 sheep, a total of 81,000 cars.

The stockyards company supplies packing plants with a total daily capacity of 5,500 cattle, 18,000 hogs and 4,000 sheep.

Thruout nearly half a century of continuous progress Saint Paul and its industries have felt the helpful influence of—



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*"For Saint Paul and
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Machine Tools Railroad and Shipyard Equipment



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Helps You Save

"Saving is the hardest thing in the world for me to do," says the man without money in the bank. The First Wisconsin makes saving easy. It brings your bank as near as the nearest mail-box. Ask for our circular, "Saving by Mail." It helps you to deposit your money before you spend it all.

**First Wisconsin National Bank
Milwaukee**

system as we have men here from almost every division of the Milwaukee Railway.

Overheard at Galewood

Jennie, from the office—What causes the boys to wear such sour faces lately?

Ruth, the 'phone girl—Why, don't you know? Order just issued that all employees must discontinue holding extended visits on the 'phone. The boys miss this means of passing their leisure moments.

Never mind, boys, for 5 cents you can call her up from the corner drug store and have a really confidential talk, after work hours.

Night General Yardmaster H. George and J. O'Keefe, night yardmaster at Bensenville train yard, both took a much needed and well earned three-day rest this month. During the stock rush both men have performed service that is worthy of favorable mention.

The meeting held in the superintendent's office by General Manager Gillick and C. S. Christopher, superintendent, for the purpose of having a heart-to-heart talk with yardmasters and trainmasters of the terminals, was well attended, and without a doubt much good will come from the same.

Business at the Godfrey yards has been exceptionally good the last month and the weighmaster at south hump yard reports the month of October a record-breaker for weighing. 1,550 cars showing on his report for the month. While the number of cars passing over the hump has been exceeded before, still 26,279 cars were sent over in October.

Harry Blevens has been acting as yardmaster at the northwest bridge for a few days while Frank Linscott took charge of Harry's crew at the same yard.

Don Capron and William Dohm says not to mention them, so we won't, but we did hear that they intended purchasing a player piano and have it placed in their room so they could enjoy the long winter evenings without leaving their cozy corner.

Yardman E. H. Berger took a lay-off the first of November, stating that he was going to Portage, Wis., and would return in about a week, bringing along the lady that promised a few months ago to help him spend his pay check each month for the rest of his life. Understand they are to reside in Elgin, while Ed will hold down a job at the south hump yard, working on first shift. Well, congratulations, old boy. Here's hopin' that all young people get married that feel so disposed, but we also hope that the number is not so great as to bring the cost of furniture any higher. Supply and demand rules and ruins the market.

Wonder where our old yardmaster, Mike Reynolds, is keeping himself. We recently saw some back pay checks at Bensenville for him. Wonder if he would write if he knew that. The boys all missed Mike when he left, but he no doubt is too busy watching for hot boxes on 100-car drags down on T. P.'s division to find time to say hello. Maybe the correspondent from his division will give the boys here a hint as to how he is making it since returning home. Good luck, Mike.

Wonder what became of the committee appointed by the M. N. G. president to arrange for a dinner and meeting of the club? Looks as though we would have to start over again. How about it, "Sis," won't they help you a least little bit?

Hello, "Lily of the Valley!" We have read your billionth and twenty-third slam for the steenth time and each time we are more and more impressed with the thought that the Psalmist David had nothing on you when it comes to writing the truth, the whole truth and nothing but the truth.

And Nora B., the winner of our story-writing contests, one of the brightest rays of sunshine that shines forth in each issue of our magazine, the owner of that famous water barrel at Summit, has gone and changed that short, easy-to-remember name for another, and if we were given just one guess, we would say the move was made to have some reliable person to look after the hats and wraps and to see that they were not left on board train when the fair Nora B. (that part of name remains unchanged) attends the next meeting of the M. N. G.

I. & D. Division.*By L. L. Walters*

The roundhouse at Mason City has been equipped with electric lights. This was a long step forward in furthering the safety first movement and is deeply appreciated by all.

W. M. Thurber, late superintendent of the I. & D. Division, has been assigned to the La Crosse Division, we understand. While on this division, Mr. Thurber made a friend of every employe with whom he came in contact. He was an enthusiastic devotee of the safety first movement and was always glad to receive suggestions or information to forward the movement, which he always gave his prompt attention. Our good wishes and esteem go with you, Mr. Thurber.

Our new superintendent, D. W. Kelley, comes to us highly recommended. We welcome you, Mr. Kelley.

Tomorrow, November 16th, the safety first committee is meeting at the Soda Grill.

The east end of the I. & D. Division is to be assigned L2 class engines, one of which was received yesterday. This heavy class engine is necessary to handle the large volume of business we have experienced on the I. & D. Division these past weeks.

J. Hart, our storekeeper at Mason City, enjoyed a visit with his parents in Milwaukee recently. Mr. Hart is remodeling the storerooms and cataloging the supplies on hand, putting everything in its place to facilitate the issuing of supplies to the busy workmen, and in general is putting his best foot forward to help keep the wheels turning. We are for you, John. Keep going.

True Sayings Around Sanborn, Iowa

Machinist Robert Brandt was badly scalded in the face while repairing a blowoff cock.

Albert Parker, machinist, is some mechanic when it comes to fixing Studebakers.

Leo Block, a heart broken boilermaker, is in love with the graveyard shift.

It would be more convenient for certain persons if the depot and storeroom were closer together. Eva wouldn't have to gaze so far to see the West.

John Moses, store helper, is married. Maybe the Sheldon depot agent will now get more rest nights.

If anyone sees the carpenter (Jim Davis) carrying reclaimed material around, please do not bother him. He's a handy man, anyway.

Has L. D. Jones a pedigree?

Pebbles from the Musselshell*F. L. Thomas*

William Tonn, infant son of Mr. and Mrs. A. R. Tonn, passed away at the family home in Miles City. Funeral services were held in the Catholic Church, Miles City, Father O'Carroll officiating.

E. D. Mathison, roadmaster on the West Division, was laid up recently due to illness.

Miss Anne Coleman, for several months past clerk in the local office, is taking a vacation, visiting friends and relatives in Sioux City.

E. P. Bennett, former traveling auditor of this division, has accepted the position of chief clerk in local office at Miles City.

M. E. Randall, agent, was a recent Lewistown visitor.

Considerable work has been done the past few months in relaying heavy steel on passing tracks. The work is nearly completed now.

Mrs. Leo Middleton, wife of Engineer Middleton, and children have moved to Miles City, where they will make their future home.

William McCord, bridge foreman, is confined to his home with illness.

New smokestacks have been placed on the power plant at the shops.

The family of R. O. Schwenforth of the shops have been quarantined with scarlet fever the past two months, but are now released from quarantine.

Fritz Robinson of the Miles City warehouse force took a short trip to St. Louis the early part of the month.

R. D. Lamphere, traveling auditor of the S. C. D. Division, is doing some special work on this division.

Mrs. Gladys Skinner, clerk to J. J. Foley, was confined to her home while recovering from an operation on her tonsils.

W. H. Wallace, agent at Meistone, was a recent Miles City visitor.

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Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

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Resources : : **\$3,500,000**

Lewis Schofield, fireman, has been granted a leave of absence of three months, during which time he expects to visit New York City, Philadelphia and Washington.

Items From the H. & D. Division "ME"

Passenger Brakeman C. A. Benson recently took unto himself a "fair one." Our heartiest congratulations, Clarence; but we smoke, you know.

Agent Gilhoi of Wegdahl just returned from his vacation. Miss Ethel Harmer relieved him.

Operator Glander of Renville has also become "matrimonially hitched" to a sweet one. She is from Norwood, I understand.

R. F. Walker, agent at Ortonville, is spending a few days in Montevideo on business.

Our operators are not only good at telegraph instruments, but we find that they can also toss horseshoes. First Trick Operator Nygren of Tower E-39 won several prizes in a horseshoe pitching tournament at Norwood recently.

On the 6th day of December, 1920, Side Table Operator Ruehmer will realize that he has some one else to think of besides himself—someone else to worry about, stay home nights. Just HOW will he live and feel that there is only one real girl in this world? That's a conundrum he will have to prove to us he can solve. Nevertheless, E. J., you have our sincere and hearty congratulations.

Conductor Charles Isley is laying off for a few weeks to look over his farm in Northern Minnesota.

Conductor Bishop is hunting deer in the North. Remember, Ben, that there is a distinction between deer and dear. Be sure and bring the right kind of game home.

The Ladies' Auxiliary to the Brotherhood of Railway Trainmen gave their annual ball at the Auditorium last night, which was a very successful affair.

Joseph Stennes has been assigned to do some special work in the superintendent's office which will probably last until the first of the year.

I hear that the third trick operator, Colonel Weatherly of the yard office, is quite an auctioneer. I take this privilege of putting it in the Magazine as an advertisement, thinking that you probably were not aware of the fact.

Miss Fonder of the superintendent's office, it is reported, lost a box of candy on account of the outcome of the election. Too bad, Isabelle; but probably by the time another four years have passed you will know better.

S. M. East
O. J. B.

Chief Carpenter E. J. Auge, whose health of late has not been of the best, has taken a leave of absence and will be relieved by R. E. Nicholls, who has served in that capacity on the Dubuque Division.

A person never notices the regular occurrence of day and night, nor studies the wonders thereof. He does not think of the marvels of the commonplace things, no matter how intricate the mechanism, as long as their functions are performed with faithful sequence day after day. So it is that the writer of this respectable family journal fails to take note of the activities on our freight transfer platforms, notably at Austin, until someone actually takes hold and makes him notice. A capable warehouse foreman and a cheerful, hard-working staff of assistants pitch into a string of cars which line three platforms, and then begins a systematic dissection of mixed freight. This conglomerate mass soon becomes rearranged, loaded into the proper cars, and at close of day they are ready for distribution to the various trains which are to take them out in the morning. At the present time they are handling on the average twenty-five cars per day. We wish to add also that a careful check is kept of over and short freight so that it can be disposed of with but little delay.

J. C. MacDonald, who used to be our division storekeeper, has gone to Montevideo, taking over the duties as storekeeper there. In his place we have H. E. Rice, who makes us think of the man that put the pep in pepper.

Among the fortunate ones who are going to stay

on the warm side of the fire and do a few chores when they feel like it around home this winter, we find Foreman Theodore Post, Foreman Xavier Gadwa, and Pump Repairer John Santer. We understand Mr. Gadwa intends to see the wonders of California, including the ostrich farm out there.

The superintendent pulled down his roll top; the trainmaster laid aside his correspondence; the agent took a last survey of waybills, station buildings and freight platform; the operator got his GN and closed the key; the conductor and his snacks locked up the caboose; the eagle eye and fireman wiped the grease and grime off face and hands; the section foreman watched his men shove in the car and snapped the lock; the clerks put away typewriters, office machinery, took the pens from behind their ears; the shopmen laid down their tools, and then—oh, then—they all got into their glad rags and met at the K. C. hall as guests of the Lady Conductors on the occasion of one of those reunions which are getting so popular. Look at them now! Gone are the overalls, the dirt and worried looks. Watch their splendid deportment as they rise to speak, sing a song, or guide a graceful partner in the dance. When we listen to the talk about the company should do this or that, call to mind the picture here drawn. Think, too, that this crowd at Austin is only one of hundreds of such centers and every one of them depends on the bit of blue paper which comes unfailingly twice a month, and one will grasp in a measure the great responsibility which rests upon the company that these things may be. Every one of these has his duty to perform and can do it without in the least interfering with the other—and so we learn the great lesson of toleration and co-operation. But to return to the event, let us say that everyone had a wonderful time.

It was rather hard on Operator Bloom that he could not get time to have his honeymoon trip when he got married, but we are glad to learn that he is taking it now and Harold Packer is taking care of his trick.

Sheehy and Creedon, at Mankato, were obliged to lay off on account of illness and, having recovered, are back at work.

Operator E. L. Rowley has taken a four months' leave of absence from Houston for the sake of his health.

C. E. Lenon is taking charge of Mr. Early's duties while that gentleman is away on special work.

We learn that Chief Clerk Dexter of the store department will shortly publish a treatise on "Money in Poultry." We predict it will rank in the best sellers.

Iowa (Eastern) Division—Calmar Line

J. T. Raymond

Mr. and Mrs. L. C. Curtis were called to Prophetstown, Ill., the latter part of October by the death of Mr. Curtis' mother, who was ill a very brief time. We extend deepest sympathy to Mr. and Mrs. Curtis in their bereavement.

Conductor Charles Fullerton and wife of Alberton, Mont., visited several weeks with Mr. Fullerton's mother at Marion.

George W. Carver spent several days visiting his sister and family in Omaha.

Agent M. E. Burns was called to Minneapolis on account of the serious illness of his sister. He was absent several days. F. W. Bowers acted as relief agent at Green Island during Mr. Burns' absence.

George H. Vandercook, a veteran employe and well known passenger conductor, passed away Saturday evening, October 20th, at St. Luke's Hospital in Cedar Rapids. Mr. Vandercook suffered a fall about three weeks before, causing concussion of the brain, and his condition grew worse, so it was deemed best to take him to the hospital. For nearly forty-eight years he was in the employ of the Milwaukee Road. His wife and one son, Harry, of Deer Lodge, Mont., survive him. Mr. Vandercook was a member of the Order of Railway Conductors and of the Masonic order, being a Past Master of Trojan Lodge, No. 458.

The funeral was held Tuesday afternoon from the residence on South Eleventh street, Marion, with the Rev. Father Campbell of Grace Episcopal Church, Cedar Rapids, officiating, assisted by Trojan Lodge, A. F. & A. M. The following, all passenger conductors, acted as pallbearers: C. R. Cornelius, J. S. Williams, George Van Tassel, T. S.

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Hefner, J. L. Roberts and J. A. Pringle. On behalf of the employees on this division, "The Employees' Magazine" extends heartfelt sympathy to the bereaved family.

Mr. and Mrs. Harry Vandercook of Deer Lodge were called to Marion owing to the illness and death of Mr. Vandercook's father. They returned to Deer Lodge November 8th.

Roadmaster E. G. Drury of Monticello and Conductor William McHarg of Davenport were in Marion to attend the funeral of George Vandercook.

Conductor and Mrs. C. F. Reber have gone to Florence, Okla., for an extended visit with relatives.

Baggage man W. E. Wilbur paid a brief visit to Dennison, Iowa, and was married there November 3rd. With his bride, he has returned to Marion, where they will reside. The Employees Magazine extends best wishes.

Engineer E. E. Brokow was off duty about ten days account of a lame arm.

Harold Adams and mother spent ten days at Aberdeen, S. D., visiting with Mr. and Mrs. Charles Brown.

Miss Idelle Fullerton spent Sunday, November 14th, in Savanna with Miss Coral Grossinger.

Miss Ethel Major of Walnut, Ill., and Miss Lucile Klumph of Marion have accepted positions in the office of Division Master Mechanic Notley.

Fred Burch, B. & B. department employee since 1889, died at the home of his brother in Anamosa, November 10th, after a long illness. Funeral was held from the Methodist Church at Olin, Saturday afternoon. On behalf of the employees The Magazine extends sympathy to the bereaved relatives.

Carl Oxley, clerk in superintendent's office, passed cigars and candy November 10th, account of the arrival of a son, Carlton John Henry. Congratulations.

Percy A. Parmenter died at St. Luke's hospital, Cedar Rapids, October 13th at the age of 31 years. At the time of his death he was employed as second trick operator at Paralta. He is survived by his wife and four children and his father and mother. The funeral services were held at Paralta at 2:30 p. m., Sunday, October 24th, the Rev. B. S. Bailey of Lisbon officiating. A large number of Masons from the Marion and Springfield lodges attended in a body. The bereaved family have the sympathy of all the employees on this division in their great loss.

Roy Blackledge has been appointed day ticket agent at Marion and William Kinder nights.

Miss Hannah Johnson spent several days in Chicago on business.

Sunday, November 14th, the Pacific Limited was restored, leaving Savanna at 2:20 p. m. westward and leaving Atkins at 9:30 a. m. eastward. There were also several changes in local passenger trains.

Mrs. Nancy Murray of Marion passed away November 6th. She was 99 years of age and was the mother of Theotus Murray, a long-time employee of the company. Mrs. Murray came to Marion in 1858, when Iowa was still a territory. She was a typical pioneer woman, rugged and strong, and a helpful friend and neighbor, one of that type of pioneers that has contributed largely in making Iowa the great commonwealth it is today. We extend our sympathy to the bereaved family.

A Merry Christmas and a Happy New Year to all.

Signal Department Wig-Wags—Lines West *Slim*

Greetings: Did you save enough out of last summer's pay to buy a winter outfit? This snappy weather makes our ticklish suits come in mighty handy. And, about the first cold day, did you all notice how many things you had intentions of doing before winter? So did we.

All the vacation hounds are back and the Tall Stove Club is listening to various tales at lunch hour.

F. G. Mills had a regular time with the proceeds of the world's series pool in California.

Supervisor Allen made the swing around the West, leaving Mrs. Allen and children in Joliet, Ill. Ed. is doing a lot of road work just now, seeing as how he is a temporary bachelor.

Supervisor Westermarck got wet, some birds and

back from his vacation, but thinks he still can shoot a goose for Thanksgiving dinner. Turkey is still in the luxury class for us officials, even if we did get a dollar a day raise.

R. A. Long came in from Deer Lodge and visited around a few days; also, John Ricketts came in to show us how to pack a cane in everything, same as the folks do up in B. C. (that stands for British Columbia or Booze Center), where John has been for the past year. Am sure if he could see all his old friends and pass out the same line he did around Tacoma, there would be a number of pass requests coming in that would read "North via shortest route."

C. M. Sweeney, maintainer at Lennep, was on the Coast a few days. Had Mrs. Sweeney along, but returned without stopping in to say hello.

F. A. Showalter, maintainer from Lind, was off long enough to see the world's series games at Cleveland and looked in on several places like Chicago, Milwaukee and other unimportant inland towns. Says he had a great time, but the West still looks good to him.

R. R. Lane, maintainer at St. Joe, was off a few days due to illness, being relieved by Glenn Smith, helper at Plummer. P. D. Moran was helping Ben Herford while Glenn was away.

E. I. Bates has returned from Iowa and S. Stanley, who was relieving him, is back as helper. Bates went up to Spokane to attend the Safety First meeting about the first week he was back and brought home the bacon. That is, he brought back twenty-four pounds of it, anyhow.

S. A. Skinner, maintainer at Worley, was off a few days on account of a bump on his head, received while setting a line pole. The injury, while painful, was not serious and Art says there is no use for a maintainer trying to stop a pole with a signalman's head. He has proved it can't be done and we are willing to take his word for it.

October must have been a most busy month for the signal department. Of course, the election took up a lot of time, but we didn't get a rise out of the supervisor's chief clerk nor even the supervisor himself, and he usually has something new or otherwise about Mike. You all understand the Montana electric zone supervisor is the only one out here who can sport a clerk in a crew in everything, but they surely need all that and more.

Tacoma Locals Mrs. F. C. Clover

Mr. and Mrs. William Klein, of Madison, Wis., arrived in Tacoma, October 23rd, on their honeymoon. Mrs. Klein is visiting her brother, R. D. Shipley. Mr. Klein is chief clerk in the master mechanic's office at Madison.

Miss Sophia Hanson, who has been employed in various capacities in the local freight office for some time past, concluded her work October 30th for two months, during which time she will relieve in the office of E. A. Lalk, D. F. and P. A., this city. Her business associates here will miss her pleasant companionship.

L. J. Kidd, our genial chief bill clerk, returned to work November 1st after a month's vacation.

Many changes have taken place in the office due to reductions of forces. R. D. Shipley, from the yard office, is now counter clerk in cashier's office.

Mr. McEntee, from the dock forces, is assistant cashier.

Mr. McLennon, formerly assistant cashier, is now chief clerk, displacing Mr. McKay, who has taken the position of checker in the warehouse.

Conditions have been so of late that we expect to get bumped every time we come to work. If some arrangements could be made to reduce the amount of work along with the forces, it would improve working conditions in the affected offices considerably.

Mr. Harris, who has held the position of counter clerk for the past several months and was displaced by Mr. Shipley, expects to spend a part of the winter in the sunny South.

The Clover family have sold their Tacoma home and moved to Summit View. The lathstring will always be out for friends.

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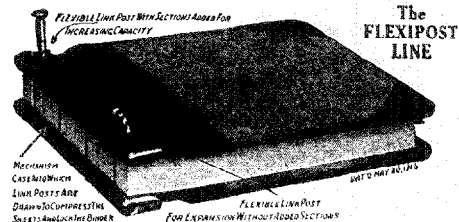
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Notes from Dock One, Tacoma

The reduction in forces has made some regrettable changes in our personnel. Billy Woodard, our handsome and popular newlywed, was displaced from the wharfage desk by the return of Emmett Maloney from the rev. lag desk at Dock Two and bid in one of the yard jobs. Lester Prescott was bumped from the cargo desk by Miss Minnie Rohrs from Dock Two and also bid in one of the yard jobs. Mr. McEntee, from Dock Two, was at Dock One for a few days assisting on exception reports, but had to go to the local office, bidding in the position of assistant cashier, displacing McLennan—but that is another story.

Miss Grace Erickson returned to the bill desk from her wanderings, displacing Miss Blanche Sandvig, who has been bumped so often of late that she has almost come to like the sensation. Miss Erickson has wonders to relate of her excursion to Tia Juana in old Mexico, the mecca of all thirsty American tourists. Far be it from us, of course, to suggest that her grace went there with any such purpose, but it is suspicious that she speaks so often of the dry character of that country. Mrs. Wells, who was her traveling companion from the wilds of Ohio to southern California, is also back, but we leave the chronicle of her travels to the records at Dock Two.

Miss Rohrs is showing great industry and aptitude on the cargo desk and has become somewhat reconciled to her exile at Dock One, but rumor has it that the timekeeper's department at Dock Two has been wrapped in gloom since her departure.

"Dad" Hill, our genial sweeper, has also returned from a long trip to southern California and Arizona. The Puget Sound country looks good to him, after all.

Mr. Folsom, the handsome oil inspector of the Transcontinental Freight Bureau, whom we count one of the Dock One family, has returned from a several weeks' visit at Minneapolis, where all good Norwegians go. As he had left Mrs. Folsom and the baby in Tacoma, however, his visit was doubtless rather lonesome, in spite of all the coffee and fladbroed served him back there.

Dave Huggins, the rotund and jovial manager of the Gillespie oil plant at Dock One, has very much surprised us by the announcement of his marriage. Dave had not as yet come around with cigars and candy at the time of this writing, but we are not mean and will congratulate him very cordially just the same.

Berline Bartels, our good-looking chief bill clerk, went to Victoria as delegate to the convention of the Royal Arcanum. He gives glowing accounts of Canadian hospitality.

Miss Bolander, our efficient assistant claim clerk, has ceased repining for Olaf (or was it Axel), back in Minnesota, and is developing her normal appetite again. Her social activities are so extensive that it is plain to see that her heart did not remain in the East after all.

By a piece of regular Sherlock Holmes sleuthing our amateur detective, Emmett Maloney, claims to have succeeded in locating the prospective home of Fay Clover and Dorothy Ray, our popular engaged couple. Whether he has really done so, we shall see when the happy couple find their new home properly decorated by the efforts of their friends, as they threaten to do. Miss Bolander, who recently spent an entire evening in trailing another bridal couple from place to place and succeeded in fixing things so the bridal couple had to climb into a second story window by a ladder, has announced her intention of kidnapping Fay on the eve of the wedding. Suppressed excitement prevails.

The other day Captain Okuda, heretofore port captain for the Osaka Thosen Kaisha, gave a farewell banquet to a number of friends on board the Africa Maru before returning to Japan on that steamer. Noah Waldron, our efficient assistant warehouse foreman, was one of the guests. On arriving at the office next morning we found Noah sitting in a chair, a picture of misery. On expressing our sympathy, we were assured by him that he felt even worse than he looked. By all accounts, the banquet appears to have been a great success.

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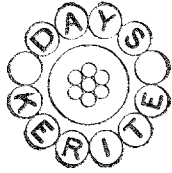
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