

MILWAUKEE EMPLOYEES GAZINE



TO BUYET SOUND
The
**CHICAGO
MILWAUKEE**
AND ST. PAUL
RAILWAY
ELECTRIFIED

December 1922

Merry Christmas
"All Aboard"
C.M. & St. P. Ry.

de
dress



THIS 14-YEAR-
SCHOOL GIRL WON A TOURING CAR. NOW
WE WILL GIVE AWAY A FINE NEW SEDAN.

Don't Buy an Auto

SEDAN, THOUSANDS OF DOLLARS IN CASH AND OTHER PRIZES GIVEN

I have already given away many Autos. Now I shall give a new Sedan to the person who answers my advertisement. You may be the one to own the auto for nothing. Not one cent of your money is required, now or later. No matter where you are, this opportunity is open to all except residents of Chicago. Old or young, all have an equal chance. Send me your name and address today.

The First Grand Prize is a completely equipped, latest model Ford Sedan with sliding plate glass windows, starter, electric lights, demountable rims. The car is sent freight and war-tax paid direct to the railroad station of the winner ready to step into and drive away. Besides the Sedan, we give Talking Machines, Bicycles, Cameras, Sewing Machines, Silverware, and many other valuable and useful prizes and presents and in addition, hundreds of dollars in cash. Write me today. Clip the coupon and mail it quick, together with your answer to this puzzle.

What Words Do These Numbers Make?

Can you make out the words in this puzzle? Try it and win Sedan Votes free. The letters of the alphabet are numbered: A is 1, B is 2, and so on. The figures in the little squares to the right represent four words. (20 is the letter "T".) What are the four words? Can you work it out? Try your skill. Send your answer today. I will tell you how to win a Sedan.

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

Solve Puzzle—Win Auto Votes Free

See if you can't solve this puzzle in a few minutes. It may win the Sedan for you. Just think! An automobile worth hundreds of dollars given free, and to start it just solve the puzzle. Get out pencil and paper and figure it out. Then mail your answer today. You can win the Sedan, and share in hundreds of dollars in cash.

Write Me Today—Quick—Now

If you want a Sedan, write me today and send your answer together with the coupon. I will tell you how you can get a Sedan free. Everyone who takes an active part in this Club wins either Sedan, other Grand Prizes or Cash. All win. In case of a tie for prizes, they are duplicated. Just by answering you will have thousands of votes to your credit and a fine chance to win. Send the coupon today.

FORD WILLSON, Auto Club Manager, Dept. 3383
141 W. Ohio St., Chicago, Illinois

The four words are.....
My name and address are below. I want to win the new Ford Automobile.
(WRITE PLAINLY)

Name

Address



Can You Refuse?

EVERYWHERE you see the ravages of Consumption. There were 1,000,000 cases and 100,000 deaths from this scourge last year. But if all that see these words will help,

It can be stamped out

Buy the Tuberculosis Christmas Seals where you see them sold. (A picture of one is below.) The revenue from these sales is devoted to a great organized campaign against Tuberculosis. This campaign gives the service of doctors and nurses to millions of the stricken. It organizes local associations. It carries on educational work in schools and offices and factories.

You cannot help in a nobler work. Join it. Buy the seals.

**Stamp Out Tuberculosis
with Christmas Seals**



The National, State, and Local Tuberculosis Associations of the United States

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YOUR CARD

Listen, Milwaukee Ry. Employees!

Would you like some personal cards bearing your name and the emblem of your railroad; the emblem printed in red, your name in black, on Superior Bristol Cardboard, size 2x3½ in., classy stuff, to show your business associates or your best girl or adoring family?

Send your name written plainly (better print it) and \$1.50 and we will send you 100 cards, prepaid, printed in two colors. Some class! Come on!!

**C. M. & St. P. Ry. Employees'
Magazine**

PRINTING DEPT.

141 West Ohio St.

Chicago



JOHN J. BURNS

A Fob for You

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

The Milwaukee System

These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



Milwaukee Railway System Employees Magazine
Railway Exchange Bldg.,
Chicago, Ill.

GENTLEMEN: Please find enclosed _____ in payment of the articles I have marked below.

Name _____

Address _____

Town _____

State _____

R. R. Dept. _____

Mark Articles Desired

Leather Fob with Emblem . . 75c
 Plated Button, Screw Back . . 50c
 Rolled Gold Button, Screw Back 1.00
 Solid Gold Button, Screw Back 1.50

To Officers and Employees:

It is with great pleasure
that I join our Magazine
in Holiday Greetings to
the Milwaukee organi-
zation.

A Very Merry Christmas
and a
Happy and Prosperous
New Year to you all

H. E. Bram

President.

Name O'Eros

Nora Breckenridge Decco

Edwards scowled as the outside office door slammed and McGaffey came into the warm and lighted room.

Around the stove were gathered that usual motley group of men grown old in service of train and engine. Men who lived for their work on duty and off—gray with the years of watching the track ahead and, as they were apt to say, looking at McGaffey—old watching for a highball from the rear. Always with some tale of the trip just finished—forever planning the next—for of such is the business of railroad-ing, and none other is like it.

Sandy smiled at the old man and nodded towards Edwards. "He's got everything tied up in solid knots," he said and leaned against the wall on the two back legs of his chair. "Leave it to him, says there's no hope for the stock, or the silk or the special ever getting in or out—everything's wrong, all wrong," and he smiled again at McGaffey.

McGaffey grinned. "He must been readin' the Butte Miner," he said, holding his mittened hands out to the fire at the open door of the stove.

The others laughed at a grunt from Edwards. As a rule he was a pretty good sort. They could depend on him for a part of the story or a comment on one being told, but perhaps it was too much to expect more than grunts to McGaffey's jests, from a man working with his trains in the dark, on a snow-bound division.

Outside, a snow covered land. Below, the window lights showed here and there in the early five o'clock dusk of December afternoon. Now near, now far away, steam-veiled engines moved up and down the tracks in the yards. Sound of bell and whistle, the crash of cars against other unsuspecting cars as switch engines made up their trains. Through mist of wind blown snow the flash of lanterns and men in mackinaws, in blue denim in sheep lined coats, worked, sure in their knowledge of signals given and understood. McGaf-

fey looked at his watch as the dusk deepened and other lights came out to join those shining through the storm.

Edwards, over his train sheet, the sound of clicking instruments in his ears, the light from the drop before him, glanced across the room to where the side table man worked at his mill, his green shade low over his eyes.

"What's this new man's name," said Sandy, his mind on the special as were all those men beside him. Edwards filled in an OS before he answered. "Fellow by the name of Eros," he said, and Sandy leaned again against the wall.

"I tell you a man's got to have a pull nowadays in this railroad game to get ahead," he went on and the others nodded. "Take the man on this special, for instance. None of us ever heard tell of him before he came here, stanger to everybody. Who is he an' what did he ever do to grab on to a job like this one he's got? He had a pull, that's how he got it. Why, I can remember when I first went railroadin' if you done your work a little better'n the next fellow, why, you was that much better'n him, an' in them days, men was promoted from the ones you worked with an' if a man was a good man, he was noticed. But nowadays—well, take this man Eros; how did he get to be general manager without somebody helped him to it; don't tell me you don't have to have a pull," and he kicked the stove door shut with his foot.

McGaffey took off his cap and short gray hair stood up over his head. He looked at Sandy, at the group around the stove, across at Edwards. "I don't think so," he said, and knew none of the men agreed with him.

Sandy laughed. "I seen some promotin' when it was comin' to a man," he said while McGaffey stuffed cap and mittens in a wide pocket. "An' I seen it a lot of times when it wasn't, an' some others when a man worked 'most a lifetime an' got canned for somethin' that didn't amount to a row of pins."

and he held out tobacco toward McGaffey's pipe. "An' time an' time again," he continued, "I seen men that got down for 'most nothin' an' they stayed down; nobody give 'em a chance; they made mistakes an' that finished 'em. What sort of a big record did this man Eros have where he come from? Who is he? Nobody knows. A stranger imported expert from some other railroad where none of us ever worked an' never expect to. Nowadays pull is what gets the big jobs an' a man don't have a chance to even show what he can do." He drew the tobacco sack shut at the top as it was returned from McGaffey's hand, leaning back once more in his chair.

McGaffey smoked. "Well, I'll tell you," he began, and, reaching over, opened the door of the stove. "Lots of times it looks like a man don't get what he should in this world an' other times seems like luck was with them as don't deserve it, but I don't rightly know if we can always figure it out. I remember a feller a long while ago when I was workin' back in Iowa an' he was a good railroad man an' a good worker an' had hard luck all his life but when Sandy here says a man can't make good after he is once down, an' he can't get ahead once he's fell behind, an' you got to have a pull to get a big job, well, someway I can't help but think of that feller." And McGaffey put his pipe back again in his mouth and, smoking, watched the fire.

"Edwards worked back there about this time," he went on presently, "an' he knows some of them Mississippi river towns. Well, I ain't never seen none could beat 'em for a little of everythin'. Seemed when they once got hold of a man he was gone, an' some of 'em come back an' some didn't," and he pushed the ash pan in with the toe of his shoe. "He had worked at railroadin' all his life, been hired an' fired on a dozen roads when he come to this place where I was workin' an' he was a good man an' pretty much liked. He had a wife an' some little girls an' for all any of us knew they was doin' all right an' was happy," and McGaffey paused, his eyes on the window across the room where the snow sprites, sing-

ing Christmas carols, danced against the frosted pane.

"One night he didn't show up for work after he was called an' they got another man an' some of the boys hunted him up an' took him home." McGaffey turned again to the group beside him. "For a while after that things kept gettin' worse till it got so's you couldn't depend on him for nothin' an' later on that winter he got into some kind of trouble an' I heard they sent him up to the pen. I didn't see nothin' of him for a long while till one night I run across him in a dump down by the docks along the river."

McGaffey smoked for a moment and continued: "He was a bum right an' dirty an' a sight for nobody to look at. I tried to get somethin' out of him but all he wanted was a drink so I fixed him up an' the next trip in some of the boys an' me hunted him up to see what we could do for him.

"Well, we found him an' we fed him an' we got him a job back again in the yards an' we hunted up his family in another town," he went on, and his eyes twinkled across at Sandy. "He wasn't any good an' we knew it, an' we said we didn't suppose he would keep his job a week an' we didn't expect him to, we was just playin' a kind of game to see who was goin' to win, him or ol' man barleycorn. Sometimes we'd even bet a little money on it, though there wasn't hardly anybody would take us up, figurin' the way they did an' what he'd been an' all, but he hung on. All that winter the fight was against him, sometimes he most give up an' there was lots of trips when I was comin' in I'd wonder to myself if he was workin' that day or if the dives had got him," and McGaffey smiled, remembering.

"Well, he won the fight after a while," the old man went on, and, reaching over to the coal pail, he rapped the side of his pipe against it. "He won by a harder fight than most men ever have to put up, an' he come out on top an' afterward he said it was us fellers startin' him on the right road an' lookin' after him an' all, but I don't rightly know as to that," and McGaffey reached for his tobacco sack. "If there isn't anything to a man, no

matter what help he gets ain't goin' to get him nowheres near the top," and he filled his pipe slowly.

Sandy stood up beside the stove; it was time to eat and time to start home. Six o'clock on Christmas eve was no hour to stick around the despatcher's office even if McGaffey was in a story-telling frame of mind. The group of men beside him in vari-colored caps and mittens buttoned up high coat collars.

"Well, I don't see as you proved your side of the argument," he said and grinned down at McGaffey. "This feller might have put up a fight an' all that an' got a job back an' kept it, but we was talkin' about a man bein' promoted an' this special comin' in tonight, is a story you can tell some other time. What big thing after he did come back did this feller with all his hard luck ever do?" and he crossed the room with the others, while McGaffey smoked.

McGaffey's eyes were on the fire as the outside office door closed behind the men bound supperward. Perhaps he may have been one of those many who have called in their hearts to the dead: "Oh, come back that I may be more kind to you." However it was, he did not answer. What use? A man's past was his own and McGaffey was not one of those to harm any one, if he knew.

Edwards filled in the last spaces on his reports and blotted the last figures on his train sheet. He glanced at his watch beside the sounder on the table. "Did I know him?" he asked, and reached across for his pipe.

"Yes," said McGaffey, and leaned back in his chair, his eyes still upon the fire. "Yes, you knew him. It was a feller by the name o' Eros."

Placed at Last

"I can't do a thing with Jones," said the manager. "I've had him in three departments, and he dozes all day long."

"Put him at the pajama counter," suggested the proprietor, "and fasten this card on him:

"Our night clothes are of such superior quality that even the man who sells them can not keep awake."



Station Force, Fargo, No. Dakota. Left to Right, Top, Maurice Tesner, C. C., Isabel Fonder, Exp. C., Geo. Lieb, Operator; 2nd Row, Jos. Marx, Wh'ose Foreman, Bessie Peterson, Bill Clerk, Dan Deardoff, Car Foreman.



J. H. Degnan, Agent, Fargo, No. Dakota



Roadmaster O. P. Ronning, H. & D. Division

One of the "Old Timers" on the H & D
"R."

Any one that has been on the H. & D. at any time during the past 40 years needs no introduction to Roadmaster O. P. Ronning, who has given that many years of continuous and faithful service to the Milwaukee road.

"Ole," as he is usually called, started working for the Milwaukee in September, 1882, as section laborer at Milbank, and was promoted to section foreman in April, 1883. In December, 1892, he was made roadmaster at Montevideo by D. L. Bush, who was then superintendent on the H. & D. division.

Ole is still hale and hearty and on the job every day. It is said that in his younger days it was nothing unusual for him to pick up a rail, all by himself, and lay it in place. The only vices that Ole has now are his frequent trips to Octouville, fishing.

Some Facts About Your Railroad

Four of the Favorite Subjects of Propogandists Against the So-called "Private Control" of the Railroads are Briefly Discussed below:

"THE GUARANTY"

For the six months after the end of Government operation—February 29, 1920, the railroads were guaranteed an operating income not less than provided for in their individual contracts with the Government during the war.

Since the end of that six months' period—August 31, 1920—there has been **absolutely no guaranty** nor promise of assistance from any source if the roads did not actually earn the "fair return" set at 6% in the Transportation Act but reduced to 5¼% effective March 1st, 1922. (See Sections 209 and 422 of Transportation Act of 1920.)

The Milwaukee Railroad and many others have earned only a fraction of this "fair return" and have had to apply what they earned on fixed charges, which has left them with a deficit instead of with a surplus to be spent for improvements in public interest, dividends, etc.

How would you like to have the income of your business "guaranteed" in this fashion?

"WATERED STOCK"

This moss-covered slogan is relied upon by certain propagandists to create a disturbance in the minds of those who are more or less credulous.

It is charged that through high freight rates the public is forced to pay dividends on watered stock, although nothing but bald assertions by biased persons have been produced as evidence that the roads are not worth every dollar of their capitalization.

No matter how high the rates are the roads are permitted to earn and retain only 5¼% of the **value of their property** as determined by the Interstate Commerce Commission.

The value is arrived at by **inventory** of rails, ties, ballast, bridges, structures, land, etc., and is based on **pre-war prices**.

As Stock and Bond issues are **not** used in arriving at the value, the general **public has nothing to lose** if there should be "water" in the stock, but stockholders will continue to lose if not enough money is earned to pay fixed charges, finance improvements, and also pay dividends.

Perhaps you are one of the Milwaukee's 20,000 stockholders and can appreciate this.

"PRIVATE CONTROL"

This is another loose and misleading term.

The railroads do not control their **Revenues** — because rates are controlled by the Interstate Commerce Commission.

They do not have control of their **Expenses**—because the main item (wages) is controlled by the United States Railroad Labor Board, and the balance (cost of materials) is controlled by conditions in other industries.

They do not have control of whatever **Net Income** they might earn under these handicaps—because the Government has set a limit of 5¼% on what the roads may keep for their own use.

They do not have control of many features of **Operation**—because the Government and the various States have restrictive laws concerning them.

How would you like to have the same "control" over your business?

"HIGH FREIGHT RATES"

Freight rates are high in comparison with previous periods, but not because railroad executives desire to squeeze all they can out of the public, as some men would like to have you believe.

Years ago the average rate earned by the Milwaukee Railroad for hauling a ton of freight one mile was over four cents. In 1871 it had been reduced to two and one-half cents; in 1881 to one and seven-tenths cents; in 1891 to one cent; in 1901 it was only eighty-six hundredths of one cent; and in 1916 (the year before this country entered the war) it was only **seventy-four hundredths of one cent**—the low mark!

During the war and subsequently rates were advanced by the Government to partially offset the tremendous increases in expenses over which the roads still have little control.

This record should satisfy any one that when railroads are permitted to control their business **they are able to and do reduce rates of their own accord**—thus sharing their prosperity with the public.

High transportation charges naturally follow outside interference with such a complicated machine as a railroad.

The Early History of the I. & M. Division

By S. S. Johnston, Secretary of the Minnesota
Central and McGregor Western Rail-
road Veteran Association

The beginning of the Veteran Association of the Minnesota Central I. & M. and McGregor Western Railroad and known as the D. C. Shepard men dates back to March 1st, 1865, when the first charter for a railroad in what is now the Great State of Minnesota was granted to the Minneapolis and Cedar Valley Railroad Co., but they did not organize until Oct. 9th, 1860, and from that date up to March 6th, 1863, little had been accomplished. After this the land grant was turned over and the name changed to the Minnesota Central Railroad Company, which under the direction and management of Selah Chamberlain began construction work at Mendota. The conditions at that small settlement were favorable and unfavorable. About the only favorable things were navigation by river, giving the only opportunity of getting supplies at that time, and the timber that grew on the proposed line. The surroundings were most disagreeable, situated as the town is in a deep valley ravine; it required the construction of a horse shoe curve around the ravine to get out and up the hill to the east, and the first efforts were spent in that direction, and by great perseverance the road began to show at Bluff Siding, Westcott, Rosemont and so on to Faribault and Owatonna, being completed to that point in the fall of 1868, and in the meantime the construction had been going on with much difficulty thru the Minnesota River bottom land: the building of a long trestle thru the swamp and lake, and a drawbridge over the Minnesota River near Fort Snelling, and the blasting of a roadbed thru the solid rock underneath the Fort and all the way up a steep grade to Minnehaha Falls. After this had been accomplished they had smooth going over the prairie land to what is now the Great City of Minneapolis, and the first train to enter what at that time was scarcely more than a village arrived on Sept. 25th, 1865, under control and full charge of S. I. Wing and crew with Ed. Wright as engineer.

The depot and freight house had been built on 2nd street between Oregon and Marshall Streets, now 3rd and 5th Avenues, South. Car machine shops and roundhouse were put up between Cataract and Ames Streets, now 6th and 8th Avenues, South, and yard limits were between Washington Avenue, 2nd Street, Oregon and Rice. The General Offices were on the corner of Helen Street now 2nd Ave., South, and Washington Avenues in the Woodman Block, later the St. James Hotel.

The mile post for the station was just north of the Burlinghame crossing, now Cedar Avenue, and trains were run regularly from Sept. 25th, on, with few ex-

ceptions. Some of these occurring in the winters of 1865 and 1866 when the snow was so heavy and deep that we did not have motive power to combat it, and at one time had every engine that the company owned out of commission, and it may seem queer to some of the readers when I state that on two or three occasions in those winters the snow brigade were out looking and digging to find the railroad we were supposed to be on, but were off of, and at one time to the distance of as far as five car lengths, but a happy-go-lucky crew got back on in time with what help we could muster and on again, off again, kept on digging with shield plows of no great size, slatted pilots and hand shovels (no rotaries in those days), we would finally get the road open and trains on time again. This description would make a trip between Minneapolis and Owatonna to which town the road was completed in the fall of 1868 and the distance was 71 miles then in operation.

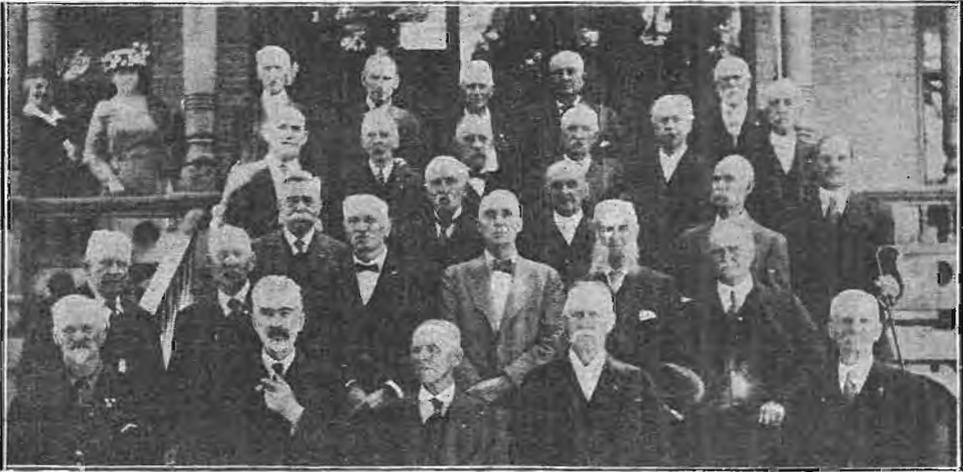
The next year we built to Austin, Minn. On Aug. 5th, 1867, the Milwaukee & St. Paul Railroad Company entered into an agreement to purchase the Minnesota Central and the McGregor Western Railroads, and on Feb. 15th, the eleven miles east of Austin were sold to the same company, and on that memorable day, Nov. 18th, 1867, the last rail was laid and the last spike driven. We had completed the I. & M. division of the Milwaukee and St. Paul Railroad, the first and only Railroad from the Twin Cities and the Northwest to Chicago, using John Lawler's City of McGregor and the Alamakee as ferry boats in the summer and pile bridges in the winter until a pontoon was put in between North McGregor and Prairie Du Chien. We made connection at the latter named place with the division of the same name, and so on to Milwaukee and Chicago. Running time Minneapolis to McGregor, eleven hours, changing engines at Austin and using twenty minutes for dinner, arriving at 7 P. M. supper at the Dousman House at Prairie Du Chien, leaving at 7:30 P. M., arriving at Milwaukee at 6:30 A. M., and Chicago at 9:20, making 25 hours for the running time. The fare from Minneapolis to Chicago was \$23.00 and some people kick at the present rate of three cents or less a mile.

This much of the narrative gives you an idea of the first thru train to Chicago. Going back to the McGregor Western, I wish to state that the first engine to come to the east end was the old and well known Peggy brought over from the Prairie Du Chien division on the Old Alamakee under command of Captain C. D. Sherwin (now of Goshen, Ind.) and to show the world that a

steamboat man could also be a railroad man, he gave up the position of Captain of the Lawler boat line and took the first train on the McGregor Western. Sam Chase was the first engineer to run the Peggy. He kept her for a short time only when she was turned over to Abb Gorham, who had been firing for Chase who went back across the river. This was the only engine used in construction work until the track was laid nearly to Monona, when it was necessary to have more motive power. The next arrival of engines were the 4 old Dickey Norris's. After

all tell it yourselves. I am not looking for the man with the Foam on his mustache and do not care as Scotty Dugan was in the habit of saying who I am "loodin at." But, Oh, if we could go back to those good old days no matter what the hardships were. I think some of us would enjoy going thru them again. A days work and a nights frolic was just the same and everyone was ready for both.

Describing the East End a little more completely, I will not attempt to give the names of all officials or men but will do the best I



The Veterans of the I. & M. Division

that we got two that we called high class locomotives, the 23 and 26 known as Breeze and Kneelands, and the other equipment came on as advancement required from this time of writing in 1864 to the 18th of November, 1867, when the grand connection was made at Austin.

In the first few years of this 214 mile railroad we, the employes could call nearly every man in all departments by name, and were as one large happy family, all trying to help each other, and right here, I want you all to have a good and kind thought for Good Old Katy Brown of Austin, the Mother of all the boys of that day, who so kindly furnished us good meals at nearly all hours, and if we required it she would get up at any hour of the night and make up some sort of a meal for a belated and hungry crew. Of course, there was some contention as to who was the Star Boarder, several claimed the honor but if left to the writer to decide, I would award the first place to Wm. Blair with Dave Burke a close second. Other judges might reverse my decision, but I still stand for what I said, but we were her boys, and you know a good mother must show no partiality and Katy never did.

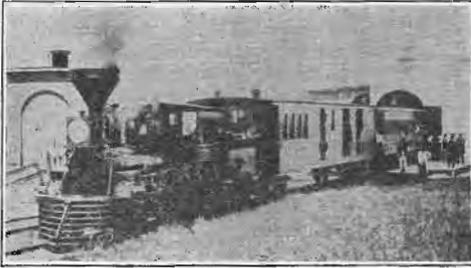
Just to let some of you that are alive today have something to think of I will call to your minds your habits and doings at that particular time. I am not going to call any names or say a word about it, but let you

can. My recollections give such men as D. W. Swartout as Superintendent, L. L. Cadwell and Jim Way as Roadmaster and Construction bosses.

The work was started in 1864 and went on as well as could be expected up to the time of the consolidation. It was not all as rosy as the name Rose Creek, a station of that name would imply, they had the same snow to contend with on the Iowa prairies that we did in Minnesota. Some of the pictures to follow will bear me out, but time and perseverance will accomplish most anything, and what we were after was finally put thru and the job had been completed.

From then on branches were started in several directions. The I. & D. was started west of Calmar in March, 1869. The Decorah Branch was started the same year. The Cut off, Austin to Mason City was built in 1870. The River division, Southern Minnesota and Hastings & Dakota with all the branches and cut offs came in rapid succession. And so on the Great System of the Milwaukee and St. Paul has gone steadily on to the present day making it one of the leading Railroads in the History of the World.

Railroading in the early days and now are very much different. In those days the engines were all wood burners and an average of 30 miles to a tank of wood was good and on some occasions we had to dig the wood out of the snow and throw it once or



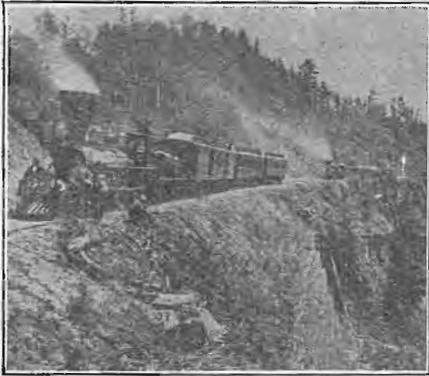
First Train Between Twin Cities and Chicago



Ed Wright, First Engineer on Through Train



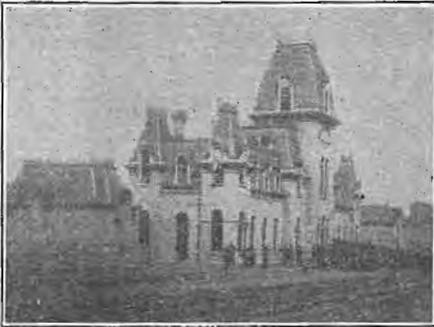
S. J. Wing, First Conductor on Through Train



Old I. & M. Trains and Wood-Burning Engines



Wm. Sibley, First Baggage man on Through Train



Minneapolis Station of Early Days



"Two Pals", Wm. Sibley and Elial Hoxsie
time.

twice over before tossing it up on the tank. Some work for the train crew.

The engines were only equipped with plunger pumps, no injectors and had to be in motion to get water into the boilers and on more than one occasion when we were stuck in the deep snow in some cut for hours it became necessary to jack the engine up to pump and keep her alive and fill the tank with snow to keep up the water supply. The largest locomotives in use with us at that time were 16 by 24 inch cylinders and some as small as 10 inches, whale oil headlights, outside valve oil cups and the fireman was required to go out in front with a pot of hot tallow and oil the valves on the down grades, standing on the pilot with one foot, the other on the steam chest and keeping an eye out for stock or other obstructions on the track ahead as it was a dangerous place to be as the road had but few fences at that

The engineer of that date was the mechanic and did his own upkeep work on lay-over days packing all pistons and valve stems, and in fact, doing the general repair work until it was necessary to put his pet in the Back Shop for a thoro overhauling.

The fireman was kept busy polishing the brass of which there was no limit, steam chests, domes, bell, hand rails, number plates, running board borders and numerous wide bands around the entire jacket of polished Russian Iron. Then all the inside of the cab was brass fittings, cleaning up was some job and each man had his pride at stake, each crew had its own engine and train crews, their cabooses and all were on

regular runs, no chain gangs or floaters for relief. Not much like the locomotives of today, nearly 100 feet long and weighing nearly as much as an entire train of the olden days.

All equipment was in about the same proportion, single link and pin draw bars for several years, all couplings had to be made by hand which cost the loss of many a hand and finger, by the way.

We had some engines with two slot up and down drawbars and long pins on the back of the tank and a long heavy drawbar that folded into the pilot for the front end. This helped to overcome the unevenness of the equipment. Nothing was standard even on our own cars. The Universal spring of that day was a solid block of rubber about the size of a two gallon crock and after long use they would smash and settle sometimes as much as four inches and in making a coupling oft times the dead wood bumpers and drawbars would over lap making it extra hazardous for the brakeman. We had to carry large long crooked links and on some occasions used a three line coupling to get the train together.

We never heard of a patent brake before 1872 in this section of the country, when the equipment began to improve a little. First we got some coaches and baggage cars fitted with Potter 3 link side couplings and then came Creamer Spring bell cord attached safety brakes controlled by the engineer for use only in the most urgent cases because once used they had to be released separately and reset. It required two brakemen to do this.

All stops on both passenger and freight trains were made by hand, and all trains had to be controlled by the brakeman and believe me, it was some severe test on the poor brake to get out on top and hold a train on any of the long hills, especially from Monona to McGregor, and Rosemount to Mendota, which took about an hour in favorable weather and at times when the thermometer registered 30 degrees or more below zero.

The coaches were equipped with wood stoves, oil lamps and lanterns that the crew had to care for and water to drink was taken thru the train from time to time by the brakeman in a tin can made for that purpose to supply the passengers with a drink. No electric lights, steam heat, air brakes, iced coolers, sleepers, diners and palace cars with porters to care for them.

Snow fences, willow hedges and snow sheds were yet to be thought of. Concrete and steel construction for culverts, bridges and cars were to come later.

The civil engineering department had quite a problem in locating the line from Mendota to Minnehaha. They made several surveys and soundings. One plan was to build a mighty bridge from Bluff Siding to Fort Snelling, another was to tunnel up south of the Fort and come out near Minnehaha, but owing to the several lakes in that vicinity and the numerous springs, that show all along the high banks that plan was



D. C. Shepard, First Superintendent I. & M. Division

abandoned. The first principally on the ground of expense of such a bridge and that it would absolutely shut out the possibility of entering St. Paul at that time or for some time to come. So Major A. B. Rodgers and Geo. Cook, the head of the Engineering department, decided on the present route along the Mississippi River bank under the Fort. This two miles of track was laid with the only extra heavy iron rails used in this territory for several years. The iron rails in general use at that time were of 56 lb. weight and joints set on iron chairs or clips (no fish plates and bolts) they were spiked with four spikes at the joints to some of the best white oak ties ever put in the ground, some of which were taken from the timber that was cut to clear for the right-of-way beginning at Northfield and extending as far east as Medford through what was called the big woods. This section represented the best hardwood timber country in the northwest and at that time it looked as if there was an unlimited supply of wood ties and timber on both sides of the road for miles and the price of each was about what it cost to cut and haul to the track, making it very economical for the users.

It is surprising to note the great change that has taken place on a recent trip over the old line. The only way I could locate myself was by the streams and lakes. All the old landmarks have gone and what was a dense forest is now one of the best agricultural parts of the state and about the only trees left are for shade. After the road was opened through and trains were running regularly, we often had to stop and set in empties and pick up several loads a day at a siding and mills called Barrellville between Dundas and Faribault. The output was oak staves and heading, shipped east to be made into kegs and whiskey barrels, and so from year to year the great forest has disappeared and improvement taken its place.

The railroad men of those days were not applied to any one particular calling, but could do most anything that was required of them. It was not considered a great achievement the way we were "broke in" to be able to handle any and all parts of a train from the engine to the rear end. Every

one from end to end was able and willing to help each other when it was required, and the officials often gave a hand to help along in cases of emergency.

In the early days one scarcely ever met a stuck up or snobbish official and only once have I ever heard of one who met his men with a rebuff, and this was the outcome of it. A certain man whose name I will not mention strolled leisurely into the office of a high official without being announced, and cap on his head, boldly walked up to the official and declared in a rough voice that he wanted a two weeks' leave of absence and a pass to Chicago for himself and wife. Whereupon the official in a very snobbish and rebuking way ordered him out of the office, but told him if he would return in a couple of weeks and conduct himself with proper respect he would see what could be done for him. At the end of the allotted time the same person appeared and with cap in hand asked the secretary to announce him, and on being ushered in, the official turned abruptly and demanded, "What can I do for you?" and the answer was, "You can go to hell, as I have a new job and a pass to Chicago, so goodbye." But the practice of long ago was fully as good as it is today and faithful employes have always been trusted with due consideration by the officials on their respective divisions and have no complaints to offer on this score.

Nowadays the railroad man is expected to do the one calling he has taken up, and that is about all and it is everyone for himself at a fair rate of wage. In the early days salaries ranged from \$40.00 to \$80.00 per month for the highest paid men, and you all know how that compares with the pay received at the present time. The conditions were not as today. A full month meant 31 days and 31 nights and you had to work out your own salvation and occasionally at the end of a 24 hour day you had to turn around and make the return trip without the required rest. No crew would be sent to relieve you, get back as best you could as at that early day we did not have good and competent dispatchers and operators to assist us over the road. Take your time card and get there the best you could. You all should know what it meant in those early days. The hours it took to make a day's work or run and the pay we received would be a joke to the lowest paid trainman of today, and it makes the modern railroad man wonder how we stood for it and got by with what we had to do with and what we got for doing it. They say today, "None of that for me; let George do it". You will say we had small trains and engines, which I admit, and we also had big hills and deep sags to contend with, and as stated before, it was all handled by hand and on freight trains in some of the aforesaid sags if the brakeman did not attend to his duty the next thing would be to flag both ways as almost every time that we went through a bad sag without keeping them straightened out we would pull out a drawbar or at least break in two, and this

was very dangerous as well as delaying, especially if the drawbar came out of the head end car. The result in that case was usually in the ditch, and no big steam cranes and derricks, wrecking cars to come to our assistance. At that time a couple of jacks, a chain, a switch rope, two frogs and a camelback were about all the help we could get unless the misfortune happened near a section crew. In that event, we pressed the men into the service which they did willingly, day or night.

The business of the road increased from day to day and year to year, and it was a regular day's work on the old I&M to leave Mendota with 16 way cars and on many a trip the same 16 cars would arrive at the division end, and had been unloaded and reloaded on the trip. We never set out a car with under 5,000 lbs. of local freight in it, but would, as stated, unload and reload it and I have helped to pile the long platforms at Farmington, Northfield, Fari-bault and Owatonna with local freight so that it was nearly impossible to get thru it. What would the trainmen of today say if they had to handle that amount of freight on a trip? I am positive in my statement that we did more in comparison than they do nowadays with all the modern facilities to do the work with. In getting the trains over the road and making the time, a look at a time card of 57 years ago would surprise the men of today to read it and note its simplicity and lack of rules that the modern card or book of rules contain. For this reason it was left to the crew who had to work out their own salvation when caught by delays, washouts or any other accident and that was the way we were all brought up and trained to do it.

Great changes began to take place in train operation about 1876, and they came in rapid strides. It was next to impossible to keep up to the times. Heavy steel rails, air brakes, automatic couplers, coal burning modern engines, steel cars, split switches, lowered platforms, passing tracks, rock ballast, stokers, coal chutes, derricks, wreckers, steam shovels and hundreds of other improvements too numerous to mention, but best of all, good dispatching to help the crews over the road.

About 15 years ago Comrade B. Ned Lewis conceived the idea of an association of veterans and sent out a call and at that time he was able to get together the names of 226 men who were eligible to belong to what was termed the D. C. Shepard men, and in 1910 we assembled in St. Paul and organized the Central I&M and McGregor Western Veterans' Association, taking in as members all who were in the employ of the above corporations up to 1870. There are no dues or assessments. All expense is defrayed by contribution, and we have met annually since we first organized at some point on the old line or its branches, and the last meeting was held at Owatonna on June 7th of this year. The number to answer roll call was 22 of the 41 known to be alive at this writing. You will see the list is getting

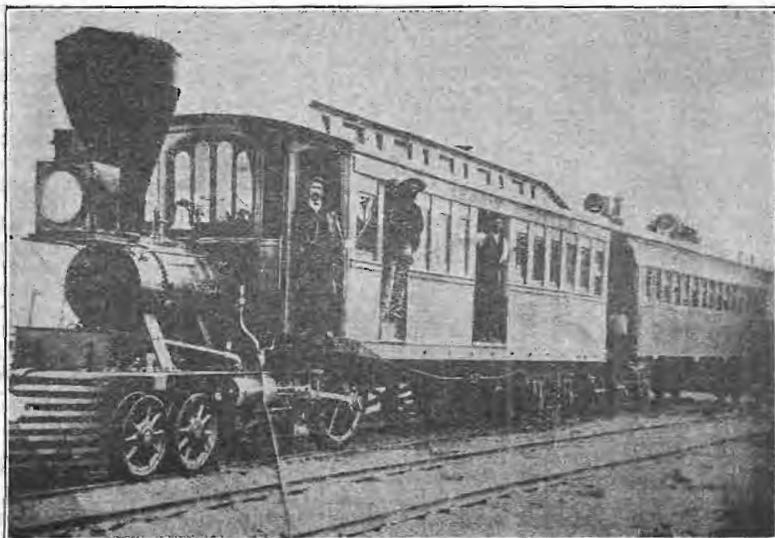
shorter and shorter with the passing of each year. It will only be a few years at the best that this will be a one man association of the old boys who blazed the trail for the many great railroad systems of the day that thread the northwest, and with the passing of the last man I ask that you who have followed us in the latter years remember the Old Vets as your benefactors in securing you the opportunity to build yourselves up under much better conditions than we had in the early pioneer days.

You will note from the following list of our old boys the names being familiar to some of the older ones of the new association, that by strict attention to business and great perseverance that many became most proficient in the art of railroading, which shows the possibilities for you all. Among the living of today in the association are such grand old high officials, past and present as W. C. Brown of Lime Springs, Iowa, who started as a student operator at Austin in 1868 and retired as the highest official of a great system like the New York Central. Mr. E. Pennington, who also started at the bottom and worked himself to fame as the head of the Soo Line, and our own general superintendent, Mr. J. H. Foster, still on the job, who started as a cub operator at Medford at the first round of the ladder and has steadily climbed round by round until he too is now near the top. A rising vote of thanks was given him for what he has done for the old boys at the last meeting and regrets sent because he was unable to be with us as usual owing to most urgent business. Further down the line you will recognize the names of Conductors Jas. T. Murphy, Ellef Nelson, Mike Gilmartin, Sam D. Burbank and Elial Hoxsie. Engineers Chas. M. Jones and David Burke; Station Agent E. H. Smith; Shopmen P. J. Baker and Geo. Webster; all of the above named

are still on the payroll in active service and have been for the past 52 to 57 years, and constantly in the harness, and several others only a short lap behind, which shows that employers as officials and employes can get on well together if left to themselves and that discontent and strife is usually brought on by outside influences which results in great loss to both sides and the public in general. And may the Good Lord allow you of the present time to arrive at some plan that will make the conditions more agreeable in the future.

I surely hope that the experiences of the old comrades and the early trail blazers who opened up the country to the many great railroad systems of today with the thousands of miles of road will keep a soft spot in their hearts for the railroaders of the early days. Look over and observe and compare their day with ours. I extend to you of today the best wishes for your peace and happiness as the secretary of the I&M Veteran Association.

I might continue on in this same strain for some time, as nearly every day or hour something comes to mind not thought of in years. I could refer to many funny and comical things that happened in the years gone by and relate many experiences of some of our old boys that perhaps are better out of print, which are talked over on our annual gatherings and furnish lots of fun and pleasant remembrances, but as to history do not carry much weight. Not being a historian or writer and only an old all-round railroad man, I think before I weary you I had better close and let you know who did what I have told you about and show you some pictures that have been gathered with a great amount of trouble as in the early days photography was in the same class as railroading.



First Short Line Train Between St. Paul and Minneapolis Via Minne-Ha-Ha, Fort Snelling and Mendota; Blm Converse, Engineer; Pat O'Malley, Fireman; Chas. Ziebeth, Baggage man; Sumner S. Johnston, Brakeman

CLAIM PREVENTION

"Get the Habit"

Habit has a lot to do with the handling of freight in and out of cars, into and out of sheds. One man can wear a suit of clothes a year and it still looks good; the other fellow knocks his out in a month. Handling and proper care of freight is a habit. If it is the proper habit it doesn't need much attention; if it's the wrong habit, it's hard to break. We all know the consequences of a short, over, damage, etc.—it means dissatisfied consignee, making out of reports, correspondence, etc., and last, but not least, a cut in the earnings of the company. This same cut hits the employee in the long run, one way or another. It's hard sometimes, when we are busy, to lug and tug 3,000 lbs. of way freight in the shed on some account or another, but there it's safe, it won't get wet, it won't be pilfered, it won't be stolen, etc., but you've got it where it should be until you can make delivery. Because the other fellow scrambled his freight into a car and made it hard for you to get yours in or out, is no reason why you should imitate him—get the habit; do it right. We all know the right way of doing it. We get grouchy once in a while, feeling tough, etc., but whatever happens don't lose the habit of doing it the way you know is right.

"Thoughts for Delivery Clerks"

Checking delivery as to bale and case numbers is good practice.

Freight bills should indicate the cashier has taken up the shipper's order bill of lading.

You are interested in seeing that truckers "set down" boxes or cartons of liquid or glass.

And, that trucker has help in "letting down" a barrel of molasses or other heavy article subject to damage.

The only time a receipt is worth anything is when someone claims he failed to receive his goods, and then it is worthless unless it is a proper receipt and can be proved as one made at time of delivery.

A rubber stamp does not make a signature. Keep your eye on the driveway side and on all who happen on your beat.

If a package seems to be occupying one spot too long, learn why.

No one is entitled to notations after he has signed for freight and left the premises—his dealings are then with the OS&D or Claim department.

You can afford to be sure you are delivering to the right person.

The drayman who helps himself explains some of the lost packages.

Check numbers on return drums and similar articles.

The station claim clerk who makes a daily trip through the warehouse keeps in close touch with actual conditions.

It is a good plan to run through the dray tickets, or shipping orders each day to catch documents appearing off color, then talking with those who handled the shipment.

Freight Claim Rules and Their Relationship to Claim Prevention

One feature of freight claim prevention that is perhaps not generally understood, is the opportunity to save our company from unnecessary claim expenditures which result from failures to maintain full and complete records at stations and in division offices of all transactions pertaining to the loading, unloading and billing of freight, the issuing of bills of lading, furnishing of proper equipment and its inspection at point of origin, the recording of all matters pertaining to the refrigeration and ventilation of perishable freight in transit, the movement of live stock and its care in transit, etc.

We sometimes lose sight of the fact that, while practically perfect handling of all freight is necessary to prevent claims, even with such service, our line handles numberless thousands of shipments a year that are also handled jointly by one or more other carriers, and in spite of the faultless handling by our company, loss or damage frequently occurs to these interline shipments and unless the **Record of Handling** is properly maintained and easily available, our company is likely to be drawn into the payment of such claims, even though we actually gave the shipment perfect service.

Approximately twenty-five per cent of all freight claims paid cover shipments that move over the lines of two or more railways and in order to expedite the distribution of such claims as between the interested lines, the American Railway Association, Freight Claim Division, formerly the Freight Claim Association, which includes in its membership practically every railroad in the United States and Canada, has adopted a code of mandatory rules, under which all freight claim payments are distributed and for the information of those interested, we quote below some of the most important of these freight claim rules, particularly those carrying penalties that most frequently affect us in the interline adjustment of loss and damage claims.

SEALING OF CARS Imperfect Sealing of Cars Defined

44. (For requisites of a car seal see Definition z, Rule 5.) All enclosed cars containing freight must be sealed at all sides and end doors (Rule 51) and, except when doors cannot be sealed (Rule 50) or when

end doors are securely fastened on the inside (Rule 51), will be considered imperfectly sealed under the following conditions (top hatches and other irregular openings are not included, see Rule 52):

- (a) Absence of seal
- (b) Seal improperly applied
- (c) Broken seal
- (d) Indistinct impression on seal
- (e) Blank seal
- (f) When seals are other than those of carriers, shippers, custom officials (in bond), state or authorized or recognized grain inspectors.
- (g) Under protection of locks

Sealing Cars Opened for Inspection, Etc. Car in Local Trade

45. When a sealed car is opened by an employe of a carrier for the purpose of inspecting such car or its contents or to permit inspection by a consignee or duly authorized inspector, or is opened for the purpose of repairing, ventilating, or icing, or when car is used in local trade, requiring same to be opened for purpose of loading and unloading freight at stations, such car shall, for purposes of adjustment of claims, be considered as having been under "Continuous Seals" (5-1); provided continuous seal record is shown from station to station and the employe opening the car re-seals it as soon as possible and holds car under his surveillance during the time that the car is without seal.

Car Opened in Error

46. When a car is opened in error by an employe such car shall be considered unsealed unless affidavit is made by employe opening it, or statement is furnished from record made at the time of opening car, that car was opened in error, but under proper continuous surveillance while open, and immediately re-sealed, which affidavit or statement shall be attached to the claim papers.

Receiving Carrier to Seal Car Improperly Sealed

47. When a carrier receives from another carrier a car improperly sealed, the carrier receiving such car should immediately seal car properly and make record of the fact. By so doing, the receiving carrier is relieved from liability if record of the subsequent movement shows car to have been properly sealed at all points on its line.

Seal Not to Be Added on Good Seal at Junction

48. When a carrier receives from another carrier a car with seals in good condition, such receiving carrier should not apply its own seals.

Cars Which Cannot Be Sealed

50. Cars which cannot be sealed are defined as follows:

- (a) Any defect in construction of doors or appurtenances permitting freight to be removed without disturbing seals
- (b) Doors cleated open, as for ventilation
- (c) Cars containing coal, coke and other low grade commodities when doorway racking prevents closing of door.

End Door Security

51. (a) End doors shall be securely fastened on the inside or sealed by the initial carrier (5-b) or the carrier loading freight into car at initial point or transfer point and record made of such seals or fastenings are applied.

(b) Terminal carrier (5-e) at destination and carrier unloading freight from car at transfer point shall record seals or nature of fastenings of end doors.

(c) The sealing or inspection of end doors is not required of any intermediate carrier.

Top Hatches, Etc.

52. No carrier is required to seal or otherwise fasten nor to record seals or fastenings of top hatches or other irregular openings of cars so equipped.

SEAL RECORDS

Record to Be Taken of Seals Applied or Removed

53. (a) Carrier shall take record of all seals placed on side doors and seals or inside security of end doors of cars at time seals are applied or end doors secured, and of all seals removed from cars at time seals are removed. If seals are applied or removed by shippers, consignees, custom officials, or state or other recognized grain inspectors, such records shall be considered as carrier's records. Carrier shall also take record of all seals on side doors of cars delivered to or received from other carriers at junction points, such record to be taken at the time when cars are placed on interchange tracks. (See Rule (5-aa).)

(b) Record must show seals on both sides of car at each station and seals or inside security of end doors (Rule 51) at destination or transfer point, except that record taken on alternate sides at different stations showing perfect record to end of road or at final destination will be accepted.

(c) Record must be sufficient to fully identify the seals. Name or initials of carrier applying seals, without numbers of other distinguishing marks appearing on seals, will not be accepted.

(d) The absence of record of government customs "in transit" seals shall not be considered a defective record if car is otherwise properly sealed and due record made of such other seals.

(e) No carrier is required to record seals or fastenings of top hatches or vents of cars containing freight moving under refrigeration or ventilation.

Imperfect Seal Record Defined

56. A carrier's seal records shall be considered imperfect under any of the following conditions:

(1) At Initial Point and Destination, and at Transfer Point or Junction Point (when freight is transferred or checked without transferring).

(a) Absence of record of seals on side doors or end doors, or of the secure inside fastening of end doors, if not seals.

(b) Absence of record of marks or impressions on seal.

(c) When record of seals applied by carrier shows merely name or initials of carrier, omitting to show number of other distinguishing marks on seal.

(d) When record is not taken as provided in Rule 55.

(2) At Junction Points (when freight is not transferred or checked) and at way stations at which car is not set out, freight for that station being unloaded by train crew. Applicable to side doors only.

(a) Absence of any record of seal.

(b) Absence of record of marks or impression on seal.

(c) (Eliminated, June, 1917.)

(d) When record of seals applied by carrier shows merely name or initials of carrier, omitting to show number or other distinguishing marks appearing on seal.

(e) When record is not taken as provided in Rule 55.

When Correction of Seal Record Allowed

57. Changes in statement of seal record will be permitted only when evidence is presented proving that previous statement was in error.

Carrier Having Imperfect Seal Record Liable

58. Carriers shall be held liable for loss on account of imperfect seal record.

Imperfect Seal Record Does Not Locate Damages

59. An imperfect seal record will not be considered in locating damages incident to transportation.

INSPECTION OF EQUIPMENT

Inspection of Cars Before Loading

64. (a) Car shall be inspected by carrier furnishing the equipment before each loading, and if necessary, properly cleaned and placed in good condition, so that loss of or damage to freight may not result from defects in car, filth, waste, oil, grease or other substance or from anything liable to cause loss of or damage to freight; such inspection to be governed by the kind of freight to be loaded and the probability of loss or damage. Carrier furnishing the equipment shall keep a permanent record showing name of party making the inspection, condition of car and extent of inspection at time of loading. Loss or damage resulting from failure to inspect, clean and repair cars or failure to make record as above provided shall be charged to carrier at fault. When, however, the undisputed physical facts enroute or at destination differ with statement that car had been so inspected, the statement of inspection being totally at variance with the actual facts, the actual conditions shall govern.

Inspection at Destination When Loss or Damage Alleged

(b) In case loss or damage is alleged, due to causes named in Paragraph (a) of this rule, terminal carrier shall inspect both freight and equipment and shall keep a permanent record showing name of party making the inspection, the extent of the loss or damage and the apparent cause thereof, and the condition of the equipment, showing nature and extent of defects existing therein,

whether the defects are old, of long standing and apparently present when the car was last loaded, or new.

Failure to comply with the requirements of Paragraph (b) shall render terminal carrier liable for twenty-five per cent of the amount paid, in addition to its proportion of the balance under the appropriate rule.

Provided, that the terminal carrier shall not be penalized under Paragraph (b) when it did not and could not reasonably have had knowledge of the alleged loss or damage.

Provided, that the terminal carrier shall not be penalized under Paragraph (b), when the carrier furnishing equipment is liable under Paragraph (a).

Provided, that Paragraph (b) is not applicable to claims proratable under Rule 160, nor to lines performing switching service only.

When Shipper Appropriates and Loads Car Without Knowledge of Carrier

(c) When shipper appropriates and loads equipment without knowledge of carrier and from the inspection as provided in Paragraph (b) damage is due to defects existing at time car is loaded, claim shall prorate between all carriers handling car on a mileage basis; provided payment is made on the written advice of counsel or is the result of a judgment of a court of competent jurisdiction.

This rule is not applicable to claims proratable under Rule 160.

This rule applies on all unsettled claims

(To be concluded in January Magazine)

A Vivid Beginning

"Start where you begin," said the teacher of the short-story class. "Have a vivid beginning." So teacher's pet began his story in this way: "Oh, hell," said the Duchess, who up to this time had taken no part in the conversation."

"Life is a river and man is a boat
That along its swift current is destined to float.
And joy is a cargo so easily stored
That he's a poor fool who takes sorrow aboard."

English as it is (Sometimes) Written
Prone on my back I greet arriving day,
A day no different than the one just o'er;
When I will be, to practically say,
Considerable like I have been before.
Why then get up? Why walk, why eat, why pray?

—Oh! Leave me lay!
I hadn't ought to want things different
To what transpires every single day;
But I keep wishing that I could of went
From this heart-rendering dullness quite away.
And yet, why move? There's always rent to pay.
—Oh! Leave me lay!

—Exchange.

Where Padding Was Needed

Willie was being measured for his first made-to-order suit of clothes.

"Do you want your shoulders padded, my little man?" inquired the tailor.

"No," said Willie significantly: "pad the trousers."—*Answers, London.*

Safety First

Teacher—"Johnny, if you don't behave I'll have to send a note to your father."

Johnny—"You'd better not, Ma's as jealous as a cat."—*American Legion Weekly.*

"My sister's feller kicked my dog yesterday," said Willie, "but I'll get even with him all right."

"How'll you get even?" said Willie's friend.

"I'm goin' to mix quinine," said Willie, "with my sister's talcum."

Current News of the Railroad

How Cement Is Made

The suggestion has been made that a little space be devoted in the Magazine each month to describe in brief the processes used in the manufacture of some of the commodities making up the bulk of our tonnage.

The first of these articles will deal with Portland Cement, which plays such an important part in modern building and highway construction. During the nine months, January to September, inclusive, this year, we transported out of the three principal cement-manufacturing points on our Line, Oglesby, Illinois, Mason City, Iowa, and Metaline Falls, Idaho, about ten thousand cars.

The first operation is blasting the limestone; it is said to be a common occurrence for workmen to explode a charge of 10,000 pounds of dynamite at a single shot, while in some quarries single charges of 80,000 pounds have been exploded. Then comes the grinding: the rocks from the quarry, often as big as a piano, go first into a gigantic "coffee mill", which bites into and chips these huge chunks, finally crushing them to pieces six inches or so in diameter. Two finer mills follow, one after the other, reducing the stones to the size of coarse sand, after which they must be ground in a great revolving cylinder, half filled with steel balls, until every particle of the rock has been reduced so fine that eighty-five per cent will shake through a sieve with two-hundred fine copper wires to the linear inch.

This power is then, with coal pulverized as fine as the raw stone itself, fused into crystalline clinkers. This fusing process is the "big scene" in cement making. It occurs in great rotary kilns, one of the largest of which, set on end, would be as tall as a twenty-story building and of sufficient diameter to permit the passage of an automobile. These kilns are steel, brick-lined cylinders, resting at a slight angle on heavy rollers and are driven by steel gears at one-half revolution per minute. Into the upper end of these revolving kilns flows the finely ground rock, coming into direct contact with a blast of the flaming pulverized coal. The heat varies from one thousand degrees Fahrenheit at the entrance to three thousand degrees during its three-hour tumbling journey. Every ton of commercial cement requires the equivalent of more than one half ton of coal.

Then there is still the clinker to be ground. As it rolls from the kilns it is white-hot—after cooling it becomes glass-hard. This, too, must be pulverized so that seventy-eight per cent will pass through a sieve finer than silk, containing forty thousand holes to the square inch. Huge boulders, common coal, and finally the glass-hard clinkers, through eight heavy grinding operations to an impalpable dust-cement.

Railroading In Soviet Russia

F. A. Mackenzie, Special Correspondent of the Chicago Daily News, in a recent dispatch, recites a description of Russian Railroading, from which the following is summarized:

The locomotives, aside from being mechanically almost unusable, are unspeakably dirty. The painted parts had not seen fresh paint for years neither was there any trace of lubricating oil and yet such a wreck was hauling the main train on the Trans-Siberian Railroad.

Eight years ago the Siberian Railroads were among the most comfortable and luxurious in the world. To-day the entire system is in almost total collapse. To travel now you have to obtain special permission from the authorities and then never can be certain when your train will arrive or whether there will be room. It is not at all unusual to have to wait two or three weeks for accommodations, even such as they are. Then there are constant delays: the train may be left one, two, or three days waiting for a locomotive, sometimes in places where food is not to be had. Breakdowns are innumerable and an instance is cited where three expresses were detained at the same time in Omsk Station in mid-December for lack of fuel, one of which had waited a week.

The Railway services are today semi-militarized and the men are not allowed to leave their employment. They are paid or are supposed to be paid by the state and are subject to special discipline with a special branch of the Cheka (the much-feared political police) to watch them and a special judiciary to try and sentence them. That is Russia!

The statements made herein are matters of record and can all be verified. We believe you ought to know the facts and hope you will be sufficiently interested to help us offset the wide-spread propaganda which is directed not only against the railroads but against the entire industrial organization of the Nation.

Chance.

E. W. D.

It is hard to tell exactly
 What to do in case of doubt,
 In danger it is all the same,
 Within the storm or out;
 The lightning flash is never
 Quite the same from any cloud.
 And so you take your chances

For a party dress—or shroud.
 If you try to dodge one missile.
 You may step before another:
 So every way you fix it,
 It is simply which and 'tother:
 Then stand and take the chances.
 As the arrows thickly fly,
 For the very one that glances
 May hit, or miss, your eye.

Across the Cascades on an Electric Locomotive

E. A. Lalk D. F. & P. A.

To be permitted to ride the electric motors at any time is a privilege, but to do so over the Cascade Mountains on a balmy Spring morning is a delight, and it was my privilege to have this pleasure.

The morning was beautiful as we backed down upon "The Olympian," bright and fresh from the cleaners, taking passengers aboard at Tacoma. Merry groups of people were gathered around, bidding farewell to friends and relatives, everybody imbued with the spirit of the morning. The baggage and express was quickly placed aboard and promptly at eight o'clock the engineer received his signal for departure. The control was thrown on and before I could realize, we were in motion, in fact, moving rapidly. The solid steel train was started without a jolt or jar. There was no puffing, no smoke nor cinders, and no backing up to take up the slack, which usually attends the starting of a heavy steam train. Like magic our speed increased until the indicator registered fifty miles per hour, and yet, the same smooth quality of motion, the same strong pull without apparent effort.

After leaving the outskirts of Tacoma we entered the famous Puyallup Valley. On both sides of the right of way fields of berries and vegetables and orchards of apples, plums and pears, all in bloom, were in evidence. Here and there pasture with the popular Holstein cattle grazing. The neat farm houses with the beautifully kept lawns led one to believe that he was traveling through an endless park. On we went, through the towns of Puyallup, Sumner, Auburn and Kent, each a busy and bustling community, housing some of the most contented people in the world. This valley is set like a gem on the western slope of the Cascades, under the shadow of Mt. Rainier. And, to the West could be seen "The Olympics," just showing from the morning mist which had enveloped them. All Nature seemed to be trying to outdo herself. The heavily scented breeze from the innumerable fruit trees in bloom, the cradle like motion and the purr of the motors of the great locomotives seemed to lull one to dreams. Visions came to me of great power plants away in the mountains; of sparkling water falls as the sunlight played upon them; the flow into the dark maw of the flumes and the dancing and delight as they again broke forth into the sunlight. "The White Coal," creation of power. I saw the long lines of transmission as they wind up and down the mountains, over rivers and through tunnels, on, on, delivering the gift of power to various substations nestled in cozy recesses of the mountains or valleys—substations manned by employes whose homes are near their work and whose children play upon lawns, even in mountain fastness. From the substations, refined and tempered to the trolley, and lastly to the motors of the great loco-

motive under me, comes a power undefined and unlimited. And, as I dream on in wonder at the power of electricity, a quiet thought comes creeping in, a thought of childlike simplicity, as when he lisps, "Is that God, mother?", and to the man, "God's gift of power." A sense of peace seemed to come over me and a smile of satisfaction that I had solved the problem. "Cut 'er off, Bill," was my rude awaking. I nearly fell off the seat as I came back to life. We had arrived at Black River Junction, where the real ascent of the Cascades begins.

The command: "Cut 'er off" meant that the motor was to be replaced by a steam locomotive to run the train into Seattle station.—the reason of this transfer of motive power being that the right-of-way into that city for various reasons has not been electrified, and the use of steam is thus made necessary to take trains from Black River Junction to the depot in Seattle and back again to Black River, where the motor is again attached to The Olympian and the ascent of the mountain range begun.

After receiving a clear board from the Operator in the tower at the junction, we were again under way. Crossing the Black River, it was only a short run to Renton. Passing down the streets of Renton, by the large brickyard and tile plants for which this place is noted, I began to get my first glimpse of the foot hills, dotted here and there with coal mines and small ranches. The climb from here on is gradual until we arrive at Cedar Falls. At Cedar Mountain, we crossed the Cedar River, a beautiful mountain stream from which the City of Seattle secures her water supply and their electric power. We followed this river through its turns and windings for about eight miles. The Cedar River is one of the show spots of Washington. Its fall is very rapid, resulting in its deep blue waters being broken and churned into white foaming cascades and rapids, the delight of the fisherman and a lure to the tourist.

At Cedar Falls, we made our first stop to take on passengers for the East from the Everett and Enumclaw Lines. At this point we ceased to follow the valley of the Cedar River, and from here on our course and grade was of real mountain construction. Leaving the Cedar Falls yard, our electric locomotive, on a stiff grade, picked up the train with as little jar as on the level, and as we wind in and out through cuts and over bridges on the mountain grades, the only indication that we were rising was the reduced speed. Otherwise, the steady pull gave no hint of the grade we were ascending.

The engineer grinned at my enthusiasm at the performance of the motors and acted as though he never drove anything else, when, in reality, it was only a few short years ago that he was driving a big, snorting, puffing and groaning Mallet over the same hill, helping over the same train with a double header, and proud to be doing it, too. How short a time changes conditions. A few years ago, three steam locomotives, and now, one

electric, performing the same service better, both for the interest of the company and comfort of the passengers.

As we wound around the rim of the valley, far below, like a cow path, could be seen the automobile road threading its way up Snoqualmie Pas. Every so often, through the trees, I caught a glimpse of an auto creeping on its way toward the summit. I say creeping, as we were so high on the canyon side that no sound reached us from below, and the auto seemed to creep rather than run. At places, where the right of way was cut out of solid rock, it was narrow, and as I looked out over the surrounding mountain peaks, still clothed in snow, it gave me the feeling that I was riding in an airship. I tried to picture the future of transportation—tried to conceive of what travel through the air in heavy trains in the future would be like, and wondered whether the same progressive spirit of the "Milwaukee" would cause it to be the first to adopt that mode of transportation, just as its spirit of progress had caused it to be the pioneer in all the improvements of the past, the last of which, being the extensive operation of trains by electricity.

From Garcia to Rockdale, the remains of the winter's snow lay in spots, however, a warm Chinook wind was fast eating it away, and even through the snow, ferns and other green shrubbery were peeping. The big trees, some of them of great height, were beginning to sprout their light green needles, and all in all, the whole atmosphere was one of early Spring, while in the Valley below, Spring was well advanced.

A short stop at Rockdale to secure the staff, and we plunged into the Snoqualmie Tunnel, a tunnel 11,890 feet long, one of the longest in the country, the tunnel which connects the Temperate Zone of Central Washington with the Semi-tropical Zone of the Pacific Slopes. This tunnel is nearly straight, and in the darkness I had a splendid opportunity to view the semaphore system used on the C. M. & St. P. Ry. in the electrified districts—the three bulls eye light system, red, green and white. The ability to see these lights a great distance is remarkable, and looking back on this light, it showed up brilliantly for two miles in the tunnel. The foreman remarked my interest in the lights, and spoke very highly of them, claiming they were so much better than the arm signal, even in day light, and particularly so where objects might have a tendency to obstruct the view, such as trolley poles, etc. This tunnel is well ventilated, and the fact there is no smoke, cinders or dirt from the engines, permits passengers to remain seated on the observation platform without inconvenience.

As we emerged at the east portal of the tunnel, the change in the atmosphere was noticeable. It was dryer and the sun seemed to beat down stronger. I could hardly realize that a little over two miles would make the change it did, but it was quite perceptible.

We had crossed the summit of the Cascades, and were now on the East slope. The vegetation had changed. Instead of fir and cedar trees in abundance, I noticed larch and white pine. We were fast speeding toward the country in which irrigation is the rule. While on the west slope it rains in the winter, on the east slope they have the snow and crisp winters. Shortly after leaving Hyak, the track skirted the shores of Lake Keechelus. On the shores of this high mountain lake, I noticed many summer homes and mountain lake resorts. Lake Keechelus is a very fine lake, 2,122 feet above sea level, in the heart of the Cascades. Many high peaks border the lake, making it a real mountain resort. Thousands of people visit this picturesque spot annually. At the east end of the lake, is a large dam, constructed for irrigation purposes, and the water is flumed for miles to be put to use of man in the more arid places further east.

As we slipped into Easton, we passed a freight train of 90 cars, consisting mostly of coast lumber, pulled by one of the large freight motors, and the fellow seemed to handle the big train down the grade without any effort. The regeneration feature in electric operation is a wonderful asset to successful and economical operation by electricity.

Across the treacherous Yakima River, we arrived in Cle Elum, right on the dot. As I climbed down off the motor, I had more of an opportunity to view it in its massiveness and symmetrical construction. The many wheels gave indication of tractive power rather than of speed, yet in the construction, both are combined. It is indeed, a wonderful piece of machinery.



John Gerg and His Bride

John Gerg, section foreman on the northern division, recently astonished all of his friends by taking unto himself a wife. John is a hale young fellow of anywhere from thirty to seventy summers, and while his locks seem whitened by time, in the above photograph, John says it is a trick of the light on his head, and that his hair is still of youthful hue, his step is light and his heart is young. Congratulations, John, from the whole division, who wish you and Mrs. Gerg much happiness.

JUST AS LONELY AS HE LOOKS



Copyright 1917, by N. T. Wilson

The Boy Who Lost His Leg Flipping Trains

No more skating for him. No more baseball or swimming. Just a lonely one-legged boy watching the other fellows having fun.

**37,714 Boys and Girls Were Crippled or Killed
Flipping Trains or Walking on Tracks in 28 Years**

National Safety Council
Chicago



Bulletin Board Series
Sold by \$200,000 Worth

At Home

Hazel M. Merrill, Editor

Christmas Is Coming

When, on every hand, we are greeted with such signs as, "Do your Christmas shopping early," "Stores open evenings until Christmas," "Only thirteen more days until Christmas," etc., we are reminded that "Old Father Time" has ticked off one more year, and we needs must get busy.

Of course, we have all of the gifts we are going to make by hand all tied in Christmasy-looking packages ready for the recipient. For the latter-day shopping, there are small fountain pens for purses; gold monograms fountain pens for purses; gold monograms for purse or traveling bag; monogram letters for car with initial of surname illuminated; box of hand-dipped candles for table decoration; week-end hat bag; finger howl flower holder; latest phonograph records; books; fairy fuel for the hearth fire; folding combs in sterling silver case to hang on watch chain; book ends; leather fold for auto license and key; bill folders; thermometers in mahogany finish; water carafes; golfball marker; beautiful baskets of all descriptions.

For the wee tots, there are soap frogs and goldfish, also sponge animals for the bath; cunning fluffy yarn animals and dolls; for little boys, a few years older, skis, so they may take a turn at snow-shoeing; tie racks of novel design; tie pressing board; trousers press; pencil sharpener; games, etc.; for little girls, vanity cases; wool tams and scarfs; shoe trees; beads; etc.; gifts of shoe trees, tie racks, pressing board, trousers press, etc., will help teach the young folks order and neatness.

Perhaps you have a friend who is a garden-fan: if so, rest assured that an appropriate gift for the garden will please that friend as much as anything else; sun dials, plant markers, bird houses, plant boxes, kneeling cushion and kit-case.

Far be it from me to attempt to mention all of the "possible" gifts, but these are just a few, peculiar perhaps, to this year's display. It is the spirit of giving, the thought that we have not been forgotten, and the pleasure just a "Merry Christmas" gives, and not the intrinsic value of the gift, of which we must not lose sight.

Holiday Suggestions

Cut some of the holiday cookies into fancy shapes and decorate them; animals, dolls, santas, etc., and hang them on the tree to be passed around to the neighbor-children who come in to see the children's Christmas.

To furnish amusement at holiday party, play the game of fortune. The hostess writes a fortune for each guest, folds it, and numbers it. Then make a duplicate set of numbers and give one number to each. The

guests in turn and one at a time announce their number to the hostess, and she reads the fortune of the corresponding numbers. Of course, there are tricks in all trades, and the hostess may cleverly plan the fortunes to suit the guests, making them seem more real and weird.

JUST RHYMES

For the Little "Milwaukee" People

E. W. D.

How could our little people sing
Without their merry rhymes?
No Sabbath bells would swing and ring,
No merry Christmas chimes:
No birds would sing in early spring,
No sly old pussy cat,
No honey bees among the trees,
No kitten on the mat.
O, what a dreary world 'twould be!
The wind would never find
And shake with glee the apple tree,
Nor cause the mill to grind:
No boys would chase the rolling hoop,
And catch the flying ball;
No girls with curls in sunny swirls--
Just nothing nice at all!
No bell would toll within the dell
Where lambkins go to feed;
No wings and rings and swings and things--
No--nothing nice indeed!
No little brittle bits of dolls,
With beads of fancy glass;
No rain would fall upon the plain
And feed the thirsty grass.
A thousand joys they thus would miss
But for these twins of speech:
The sweetest kiss for need of this
Would be beyond our reach.
We would not hear once every year
The silver sleigh bells jingle,
Nor the refrain of falling rain
Upon a single shingle.

Good Things to Eat

Christmas Pudding—2 cups stale bread crumbs; 1 cup flour; 1 cup raisins; $\frac{1}{2}$ tsp. salt; 1 tsp. cinnamon; $\frac{3}{4}$ cup chopped mixed nuts; $\frac{1}{2}$ cup fat; 1 cup hot water; 1 cup molasses; 1 tsp. soda; $\frac{1}{2}$ tsp. mace; $\frac{1}{2}$ tsp. nutmeg; grated rind one lemon and orange. Mix all ingredients well; turn into well-greased mold and steam $2\frac{1}{2}$ hrs.

Holiday Cookies—1 cup butter; 2 cups sugar; $\frac{1}{4}$ cup milk; 4 egg yolks; $3\frac{1}{2}$ cups flour; 2 tsp. baking powder; $\frac{1}{2}$ tsp. salt; 1 tsp. extract or mace. Cream butter and sugar; add unbeaten egg yolks and cream again. Add milk and fold in sifted dry ingredients. Add flavoring. Set in ice box to chill over night. In morning, roll to one-third inch in thickness, cut with small cutter, and bake 15 mins. in hot oven.

Molasses Candy— $\frac{3}{4}$ cup corn syrup; $1\frac{1}{4}$ cups molasses or sorghum; 1 tablespoon vinegar; 1 tsp. butter; pinch of soda. Boil first three ingredients until it becomes brittle when dropped in cold water. Add butter and soda. Remove from fire, beat well, and pour into greased tins. When cool, pull until light in color. Add nuts if desired. Cut in one-inch pieces.

Peanut Brittle—2 cups maple sugar, pinch of salt; $\frac{1}{2}$ cup chopped peanuts. Boil syrup until it becomes brittle when dropped into cold water.



Phyllis Irene, Little Daughter of Idaho Division
Dispatcher R. C. Petersen



Hazel, Ruth and Donald, Children of Operator
R. L. Merrill, Marion, Ia.



"Tommie" (left) and "Jimmie" (right), Little
Sons of Chief Clerk Geo. P. Flood, General
Manager's Office, Chicago

Scatter chopped nuts over greased pan, and pour over them the cooked syrup. Mark in squares before candy is hard.

Ice Box Cake (Simple and Delicious) 2½ doz. lady fingers (small) 1 lb. unsalted butter; 1 lb. Domino Confectioner's Sugar; 1 tsp. vanilla; 6 eggs. Cream butter and sugar well. Beat eggs, both whites and yolks together, to creamy froth; add eggs to butter and sugar, beat well, add vanilla. Cut off rounded ends of lady fingers and cut lady fingers in half lengthwise. Arrange one-half lady fingers lengthwise around pan, using as many lady fingers as you wish to serve pieces. Place layer of lady fingers on bottom of pan, using spring-form pan; use cut-off ends of lady fingers also; then layer of cake mixture, another layer of lady fingers, layer of chocolate, layer of lady fingers, layer of cake mixture, making six layers in all. Place in ice-box for twenty-four hours. Add layer of whipped cream when ready to serve. (Chocolate layers made by adding two heaping tablespoons of cocoa to one-third of original cake mixture.

FASHION BOOK NOTICE

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1922-1923 BOOK OF FASHIONS. Address Miss Hazel Merrill, Room 1247 Railway Exchange, Chicago, Ill.

THE PATTERNS

4178. Ladies' Dress.—Cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38 inch size requires 3½ yards of 34 inch material. The width of the dress at the foot is 2¾ yards. Price 10c.

4177. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5½ yards of 40 inch material. The width at the foot is 2½ yards. Price 10c.

4199-3871.—Ladies' Coat Suit.—Coat 4199 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Skirt 3871 cut in 8 sizes: 24, 26, 28, 30, 32, 34, 36 and 38 inches waist measure. To make the suit for a medium size, requires 5¾ yards of 40 inch material. The width of the skirt at the foot is 2 yards. Two separate patterns 10c for each pattern.

4187. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years.

A 10 year size requires 2¾ yards of 44 inch material. Price 10c.

4202. Juniors' Dress.—Cut in 3 sizes: 12, 14 and 16 years. A 14 year size requires 2½ yards of 34 inch material. Price 10c.

4171. Child's Dress.—Cut in 4 sizes: 1, 2, 4 and 5 years. A 2 year size requires 2¾ yards of 32 inch material. Price 10c.

4184. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3½ yards of 44 inch material. Price 10c.

3061. Doll's Set.—Cut in 5 sizes for dolls: 16, 18, 20, 22 and 24 inches in height. Size 18 will require ¾ yard of 36 inch material for the dress, ¾ yard of 40 inch material for the cape, and ½ yard of 20 inch material for the bonnet. Price 10 cents.

4212. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires 4¾ yards of 40 inch material. The width of the dress at the foot is 2¾ yards. Price 10c.

4179. Ladies' House Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38 inch size requires 4½ yards of 32 inch material. The width at the foot is 2½ yards. Price 10c.

4180. Ladies' Apron Dress.—Cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 4½ yards of 32 inch material. The width of the skirt at the foot is 2¾ yards. Price 10c.

4188. Girls' Dress.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 3 yards of 32 inch material. Price 10c.

A lady who wouldn't use slang,
Frowned upon talk of the gang.

Asked if she knew Kelly slid
Said, "I'll affirm that he did!"
An every one said, "O, go hang!"

A Dirty Crack

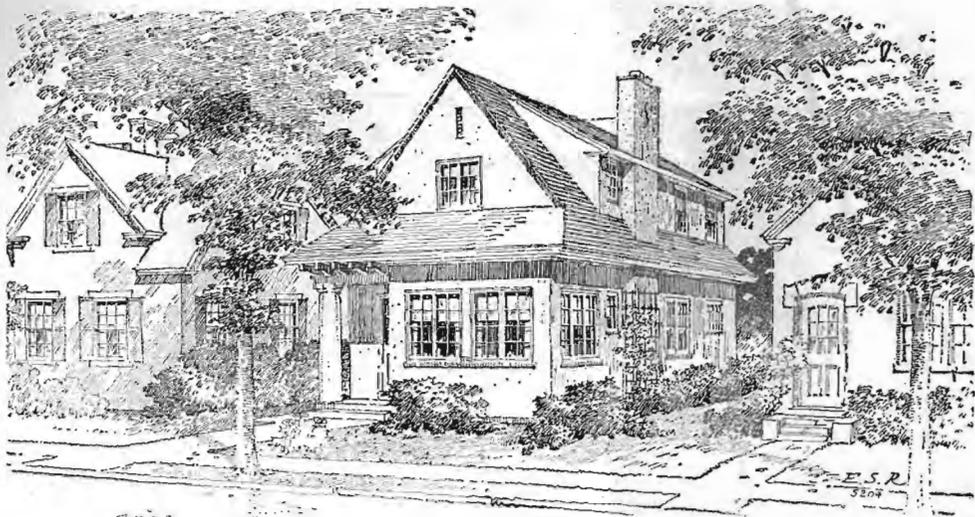
Stern Pa: "Will you be able to treat my daughter in the way to which she has been accustomed?"

Suitor: "No, but I can treat her decently."

(Lapse of two minutes)

Passing Pedestrian: "My poor man, were you struck by an automobile?"—Exchange.





Our House Plan Service

Here is a cozy little cottage suitable for a narrow city lot, or attractive enough to adorn a larger plot on a handsome avenue.

The first floor includes a fine large living room with fire-place, a spacious sun room, and kitchen. The kitchen is provided with lockers and drawers and there is a screened back porch. Upstairs the bedrooms are good size with cross ventilation, good light and good closet room.

This and the other plans of Portland Cement stucco houses that have been appearing in this magazine are taken from "Concrete Houses". An elaborate book of plans published by the Portland Cement Association. It contains plans of twenty-five houses and much valuable information on their construction. Copies can be secured from the editor for 50 cents each. Arrangements have also been made so that any prospective builder can secure complete working plans, including bills of materials and specifications, for any of these houses for a nominal sum. Through the courtesy of the Portland Cement Association we are enabled to offer our readers a handsome illustrated booklet called "Portland Cement Stucco" which contains much information of value to prospective home

Miles City Shops

M. M.

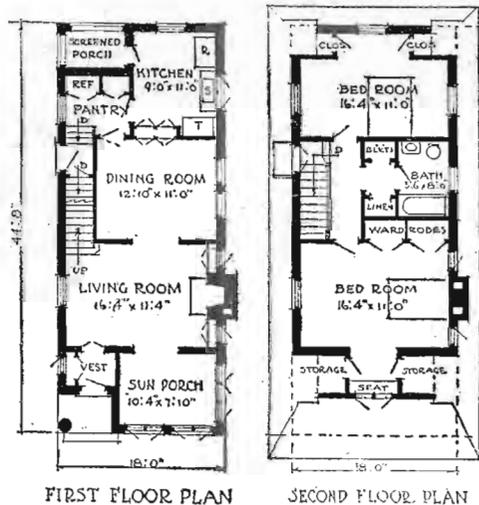
Merry Christmas and A Happy New Year.

General Foreman Fred Amidon has been called to Chicago on some very important business and Machine Foreman Frank Jones is taking his place, and by the way, Mr. Jones is the proud pap of a boy born at White Sulphur October 18th. Thanks for the candy, it sure was good.

Ann Coleman has taken the position of shop timekeeper, and with the present force at Miles City, don't believe she will get lonesome. Welcome to our department, Ann.

Pearl Hill, chief clerk in the master mechanic's office, just returned from her vacation which she spent in Mason City and Chicago and reports having had a very enjoyable time.

A. F. Kencke has again taken the Roundhouse clerk job at Miles City. Glad to see you back again.



FIRST FLOOR PLAN

SECOND FLOOR PLAN

Jack Wilson, boiler foreman, is spending his vacation in Pennsylvania.

E. S. Peters has been appointed traveling boiler inspector, with headquarters at Miles City, vicing R. W. Janes, who has been transferred. Hope you will like the town, Mr. Peters. Strangers say it's a live one. How about it, Ag?

Mr. McGrath, roundhouse foreman at Harlowton, was in town yesterday on business.

Mr. McCrum, traveling engineer, has been ill for the past month and has not been able to work. We wish you a speedy recovery Mac, and hope to see you back on the job soon.

Late News From The I & D

Traveling Inspector E. J. Sullivan is the proud papa of a bouncing baby boy born in November. We expect the usual distribution of candy and cigars, Ellmore.

E. J. Hackett, agent at Calmar, also has a new baby boy.

H. Gasper, roadmaster, returned from Junction City, Wis., where he was called account the death of his father-in-law.

Traveling Engineer Wm. Johnston spent several days in Chicago transacting business with pleasure.

Special Commendation

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

Dubuque Division Brakeman J. C. VanPelt while looking over train in Savanna yard, November 17, and testing for air discovered twenty inches of flange broken on lead wheel of car in train, which but for his timely discovery undoubtedly would have caused serious trouble.

Leverman H. M. Erickson, Tower A-3, Chicago, for stopping train No. 15, October 6, after it had passed his tower, and upon inspection of equipment, brake beam was found dragging under sleeper in train.

Sectionman Leo Lombardo saw a large timber protruding from car in train passing Mont Clare, Ill., and succeeded in having train stopped, as the timber would not clear train moving on opposite track. Such watchful interest is highly appreciated.

C. & M. Division Brakeman Frank Utecht on No. 10, November 11, discovered a brake beam down in train No. 67 which was pulling into a siding; and by stopping the train, no doubt prevented a derailment, as the rigging was tearing up the ties and platform plank.

On train No. 192, Aberdeen Division, October 8, the locomotive started a fire about one-fourth mile south of Virgil. Brakeman Stocks was on the rear end of train and noticed the fire. Realizing the danger to the town he immediately pulled the air and advised the conductor of the fire. The train was backed into the town and by the use of the blow-off cock from the engine, together with the aid of the section crew from Alpena and Virgil, the fire was brought under control. Brakeman Stocks and Norvell showed much presence of mind in the emergency, and their prompt action together with the efficient aid of the section crews is very praiseworthy.

I. A. Sherman, agent Lyndon, Wisconsin, discovered a broken arch bar on car in extra west, passing his station November 6. He took prompt action in getting the signal to the conductor to stop the train, thereby averting a serious derailment.

The Juniors Are Out After Business, Too

Charles McCarthy, of Great Falls, 15 years of age, a high school student and son of Switchman McCarthy, of Great Falls, found one of his schoolmates about to go east via a competing line and prevailed upon him to change his routing to the Milwaukee. Fine. The young man will undoubtedly be a successful traffic official one of these days.

Superior Division Brakeman F. J. Westbury was fortunate enough to find a pocket book that had been left in train by a passenger getting off at Saukville. The owner, Miss Letitia Cotter, called on the agent at that station who promptly wired the conductor of the train at Randon Lake who replied that the purse had been found and would be restored to the owner on the return trip. In appreciation, Miss Cotter wrote the following letter to Superintendent Johnston.

Saukville, Wis., October 9.
Superintendent, C. M. & St. P. Ry.,
Green Bay, Wisconsin.

On October 3 I came from Milwaukee to Saukville on your evening passenger train. Shortly after I had left the train I found that I had left my purse which contained a sum of money and articles much valued by me, in the seat of the coach. I called on your agent, Mr. Freiss, who promptly telegraphed the conductor at Randon Lake asking him to look for the purse. He also courteously assured me he would do everything possible to secure it for me. The next evening the conductor returned the purse to Saukville and no reward would be accepted by Mr. Freiss, who said that was the quality of service both he and the train men wished to render.

I congratulate you on having men of such

character, and wish I might thank them again, through you. Thankfully yours,
(Signed) Letitia Cotter.

Citizens of Berlin, Wisconsin, Appreciate Good Service

During the shopmen's strike every effort was put forth on this railroad to maintain the best possible train service, and that those efforts were remarkably successful have been very generally accepted and gratefully acknowledged by the public which we serve. An instance of appreciation is recorded in the following letter from our agent at Berlin, Wisconsin, who tells of some large poster cards being printed with the legend "Boost for the St. Paul." The letter says:

These cards were ordered and paid for by F. A. Whiting, proprietor of Hotel Whiting, this city as a tribute to our road. Mr. Whiting has always been a true friend and has done much to spread the gospel of the "Milwaukee" to the traveling public and create a friendly feeling. The cards, mentioned above, have been distributed among all the business houses and have been placed on display "telling the world" of St. Paul service. I understand when the first supply of these cards was exhausted that Mr. Whiting had more printed so that none might be slighted. It was a long while after the cards appeared before it was found out definitely who was responsible for them. Mr. Whiting didn't do it to get credit for himself but merely to express his sentiments. He believes Berlin gets good service from the road, as good as any place could, and that it deserves praise instead of kicks.

In addition to the above we have had some very favorable editorials in the Berlin Journal by Editor R. S. Starks. During the recent strike our good service was constantly brought to the attention of the public through this channel. Through the above two gentlemen and many others Berlin is fast becoming 100% loyal to our great system which we all love. Very truly yours,
(Signed) G. M. Hellman, Agent.

A Good Word for Agent Steele, Minocqua, Wis.
The following letter from a lady patron of the road speaks a pleasing word for the service given her by a busy agent:

Winnepka, Ill., October 14, 1922.
Mr. P. H. Nee, Superintendent.
My Dear Mr. Nee.

In thinking over the pleasant events of the summer, the never-failing courtesy of your agent at Minocqua comes to mind. As this was our first summer as residents, we had many shipments of goods, and through all the confusion of a small office taking care of a seasonable business, he was always obliging and helpful. So often we complain but this time it is to compliment your road through your agent, Mr. Steele.

Yours truly,
(Mrs.) E. M. Kemp.

Puts It Down In Red Letters

The following from the manager of a theatrical company indicates appreciation of courteous service:

Red Wing, Minn., Sept. 29, 1922.
Mr. E. G. Hayden, General Agent Passenger
Dept. C. M. & St. P. Railway, Chicago, Ill.
Dear Sir:

Regarding theatrical movements of "The Nightcap" Company, from LaCrosse to Eau Claire, September 27, in behalf of the members of the company, and myself, I wish to express our gratitude for the service and courtesy extended us by your agent at LaCrosse, Mr. Rossback.

You are probably aware of the fact that at times we are knocked around quite a bit, and when you meet a gentleman like Mr. Rossback, we put it down in our little date book, in red letters.

We shall always feel kindly toward the C. M. & St. P. Ry., for the kindness extended us by Mr. Rossback, and furthermore every agent on your line seems to have some "Rossback" in him.

We have been treated wonderfully all along your line, and I assure you, we appreciate it very much. With best wishes, Yours very truly,

(Signed) A. J. Melninger,
Manager "The Nightcap."

Extends Thanks for Kindness Shown

Kindly attentions and little acts of good intent shown to people in sorrow are seldom cast upon the desert air or go unappreciated. The following letter tells its own story of a few kindly acts shown to a patron who was going home with the body of his father.

HERMAN H. THYM, M. D.,
522 Altman Bldg.,
Kansas City, Missouri.

October 30, 1922.

Chicago, M. & St. P. R. R. Co.,
Kansas City, Mo.
Gentlemen:

Thru you I wish to express my appreciation to the crew of your train which left K. C. Tuesday, October 24, at 8:15 A. M. the Davenport local I think it is called. On that day my father passed away and they did me a great kindness in holding the train for me at Excelsior Springs. The operator at the Springs also did his share for me and if I knew the names of these men I would have written to them personally, but in the hurry I did not have the opportunity of getting them. However I feel sure you can address this letter to them for which I enclose stamps that they may know that their kindness was not overlooked. Very truly yours,

(Signed) Herman H. Thym.

Acknowledges Good Service

Spokane, Wash.
November 3, 1922.

Mr. George B. Haynes,
General Passenger Agent,
Chicago, Milwaukee & St. Paul R. R.,
Chicago, Illinois.
Dear Sir:

It is indeed a pleasure to comment on the service rendered to Mrs. Karch and the writer on your train No. 15, out of St. Paul, Minnesota, under date of October 25th.

Your Mr. Bowman, city passenger agent, St. Paul, did considerable work for which I believe he deserves a word of commendation.

The dining car on this train was No. 5105, but I do not recall the name of your steward. However, I want to say that in my own mind he was the best steward I have ever had the pleasure of meeting on a dining car.

I am writing this letter with the one thought, that even though your service is most excellent, you people appreciate receiving pleasing comments occasionally.

During the past month I have traveled from coast to coast and have made the northwest trip in previous years over other lines, and can say that from now on that I will certainly route myself via your lines wherever it is consistent with good business.

Will you be kind enough to give credit for your good service to the people who have executed your well laid plans?

Yours very truly,

(Signed) H. S. KARCH,
Special Representative,
THE UPSON CO.,
Lockport, New York.

Their Trip Was a Success

Milwaukee, October 26, 1922.

Mr. Geo. B. Haynes,
General Passenger Agent.

Dear Sir:—

The On To New Orleans Committee, American Legion, Department of Wisconsin, takes great pleasure in expressing its appreciation of the manner in which our special train was handled. The co-operation of Mr. F. P. Walsh in assisting in the preparation, and his courtesy in sending Mr. Martin Cramer with the train, meant everything to the success of the wonderful trip.

Mr. Cramer, always on the job, always ready to assist, always smilingly helpful, endeared himself to all. Our only request, in case we have another special train, is the attendance of Mr. Cramer.

The courtesy and attention of Mr. E. J. Booth,

sleeping car conductor, was much appreciated and the conduct of the porters was excellent. Their willingness to oblige added to the comfort of all on the special.

We were very proud of the high class equipment furnished, which made the Wisconsin Special the finest train in Pullman City.

We wish to commend The Milwaukee Road on their efforts which made the trip a success.

Sincerely,

D. E. WRIGHT,
Chairman, O. T. N. O. Committee.

Porter Thomas Receives Commendation from a Gratiified Passenger

Seattle, Washington,
November 1st, 1922.

Mr. R. M. Calkins, Vice President,
C. M. & St. Paul R. R. Company,
Chicago, Illinois.

Dear Sir:

I wish to express my appreciation of the excellent attention and service given by Mr. J. M. Thomas, porter on Olympian train on a trip made by the writer, Chicago to Seattle. Every courtesy possible was rendered in a most willing and agreeable manner, both to me and the aged gentleman with whom I traveled, and this with very small or no "tips". He is unmistakably doing a good work for the railroad company and deserving of this word of commendation.

The above seemed to be the unanimous sentiment of all those in our sleeper.

Yours very truly,

E. S. WILSON.

Around Freeport

With the advent of cooler weather our "gang's" thoughts have turned toward the varnished alleys. Although our team has not been out for practice yet, we expect to develop some crack bowlers. The C. & N. W. team, of course, is anxious to get in a lot of practice because they are afraid of a defeat like we handed them last winter. Time will tell who are the "200" men. In the mean time, however, we say "Rah Rah Rah Milwaukee."

Our ticket clerk, Miss Winthrop, hopes to be able to get off for a week or two this month so she can pay her parents a visit at DuQuoin, Ill. She hasn't been home for two years, so we hope she can go. Stacker Lowell Moyer doesn't want her to leave because—well he likes to sweep the ticket office for her.

We were indeed glad to see the Old Timer McCarty back on the way freight. T. J. said he would bring Esther all the eggs she wanted to order. By the way, Van Polloch at Florence thinks Esther is some egg eater. Every day is Easter for Esther.

Since Leroy Fredericks came to town Ray Harkness is back on second trick again. Ray was out Sunday, October 15, for a marshmallow roast. He likes to get out in the woods where he can feel free. He is a married man, you know.

The Val Blatz Brewing Company have opened a branch house in the old Kraft House building here. This will mean more business for us. This firm evidently handles good stuff, because the other morning our chief clerk was over to the place, and came back full of one and one-half per cent.

Business has been fairly good here. The car shortage has bothered to some extent but this condition ought to correct itself after rolling stock is put back in shape.

Car Clerk Askey is contemplating another trip to Chicago. Who runs the hotel now?

Switchman Jimmy Dame's two youngest children are quite ill with pneumonia. We hope these little ones will soon be on the road to recovery.

William Linton Groves

William Linton Groves, section foreman at Freeman, South Dakota, died at his home, November 4, in the 65th year of his age.

Mr. Groves had been with the Milwaukee Road for sixteen years. He was a faithful and highly respected employee. Although in possession of several months' vacation he was always on post, and performed his duties regularly within a week of his passing.

He is survived by his widow, seven children, thirteen grandchildren, and two sisters, to whom the sympathy of his railroad friends is extended.

Hamilton Watch

"The Watch of Railroad Accuracy"

A Christmas Gift Worth While

TAKE advantage of your first Christmas shopping trip to visit your jeweler and see the Hamilton Watches. You will naturally be seeking gifts worthy the name for those who are near and dear to you—and frankly, can you think of any gift more sensible, more practical and more useful than a Hamilton Watch?

Every one needs accurate time. Once a luxury, accuracy of time is today a necessity—not only to Railroad Men, but to every man and woman, boy and girl. Furthermore, a Hamilton Watch is a gift that will last, and be appreciated for its accuracy and performance for many years to come.

There is a Hamilton for every member of the family. Your jeweler will be glad to show them to you and explain the various movements. You will be particularly interested in the following:



The No. 992
16-size

Railroad Timekeeper
of America

Movement Only
\$48.50

A fine gift for the family
to give to Father.

(Other 16-size movements
at \$25.00 and upward)

The No. 986

"Milady's Watch of
Accuracy"

In Gold Filled Engraved
Case, \$46.00

A beautiful wrist watch
and an ideal gift for
Wife or Daughter.

The No. 914

12-size, 17 jewel, 3
position, adjusted move-
ment, permanent case,
\$62.00

An excellent gift for a
young man. Engraved
or plain case, fancy or
plain dial. A fine time-
keeper.

Engineer William E. Loco, of the Chicago and North-western, has three sons, all of whom he has presented with Hamiltons. Engineer Loco knew full well that he gave not only a gift but a timekeeper which, by its sturdiness and dependability, would teach the value of these qualities.

Select a Hamilton, then, for THE Christmas gift—and you will make no mistake. We will be glad to send our New Timekeeper to you free of charge—it will help you to make your choice and gives much valuable watch information.

HAMILTON WATCH COMPANY
DEPARTMENT A
LANCASTER, PA., U. S. A.

On the Steel Trail

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

Nora B. Decco

Merry Christmas to everybody if I am in time but there are so many folks saying Merry Christmas I suppose no one will notice me if I don't make more noise—all right MERRY CHRISTMAS to all.

I was passing Tommy Fairhurst's house on my way to the Union station a few days ago just as Tommy got in from the ranch—

Tommy: "Well, I sold the pigs."

Wife: "You did? What did you get for them?"

Tommy: "Well, I didn't get what I expected, but then I didn't expect to."

Duck hunting season in these here parts is on in full force and some of the hunters are lucky and some aren't so lucky. Fireman George Smith and brakeman Sanford must have been the prize hunters, however, because they got enough between them and with a day's help from Fireman Simms to give a duck feed to everybody who wore an Elk charm. There were lots and lots of people there so it must have taken a lot of ducks and even if I was a little late I can say how good it all was because while the rest of the dancers ate ice cream I had roast duck and all the trimmings. Better late than any time. I should say, when you are treated as nicely as that.

Engineers Asher and Shadduck seemed to be the gilding stars and I understand Red Manley sent 11 messages to get enough ducks over to 18 to keep from starving to death.

I also picked three ducks in my kitchen on a cold and windy day and you can't make me believe they load feathers on flat cars anywhere in the world.

Carl Mackintyre, stenographer for Mr. Wiltrout, has returned to Three Forks from a trip around the world or somewhere; anyway he seems to have been everywhere. Now he will have to do as the rest of us do—work the rest of his life to catch up.

Roadmaster Walsh's territory has been extended to take in part of the division west of Three Forks, to Butte so now he can't even get off here any more, but goes right straight on thru and back again.

Ted Burrows stepped on the gas instead of the brakes on that swell new car of his and now he is in the hospital with some bones broken. I also heard he fell off the top of a freight car and that may be nearer the truth. Anyway, he can decide which one of those nice nurses he will take riding the most when he gets out.

Miss Elliott, daughter of the agent at Ringling, spent some time in the hospital here first of the month but is out again and has returned home.

Mrs. Roy Bates, wife of Conductor Bates, has returned from Stanton, Mo., where she has been for some weeks.

Fireman Bales and Mrs. Bales and Fireman Sauer went elk hunting first of the month and returned with an awful big elk. It must have been the largest elk ever killed because everybody in town had steaks and roasts from this same elk, and I know from personal experience, observation and everything that it was a dandy, because we were among those present.

Occurred on Nov. 10th at Harlowton the death of W. E. Davis of Deer Lodge. Mr. Davis had been the general chairman for the B. of L. E. from Moberly to the coast for years and was well and popularly known wherever he went. The sympathy of the Rocky Mountain Division is extended to the wife, two daughters and son, who are left to mourn. The funeral was held in Deer Lodge and the remains taken to his old home in Pennsylvania.

I dropped my watch only from the top of the safe to the office floor and it won't run any more. I didn't ever think it was a very good watch, anyway. Besides, I dropped it on the cement lots of times and it never stopped before. I don't

understand it, so now I can't even tell when it's time to go to work.

Conductor Hurst has returned from an extended trip to Missouri and is again on passenger, with Conductor Sterling on the trolley crew.

East Wind

Mike a Minute

A very Merry Christmas and the most prosperous kind of a New Year is extended to all.

We all read with interest Ted's story of Job's turkey in the Thanksgiving issue and it is with the greatest anxiety that we are awaiting advice as to whether Mary and Job are going to weaken and sacrifice Alphonse for their Christmas dinner. We hope Ted won't let them.

Nothing is impossible. Christine Remmers kept her marriage secret for six months, so here's another mark in history for we vimmen. A secret can be kept.

Harry Wolf, the Rudolph Valentine of the chief clerks, certainly had a hard job last month while Mr. Haas was on his vacation looking over Niagara Falls and Mr. Silcox was out on the director's special. Now that both Mr. Silcox and Mr. Haas are back Mr. Wolf is going to spend a couple of weeks traveling over the country in his Willys-Knight, recuperating after the strenuous work.

Cupid is trying to play havoc with the computing bureau again, but as a cub reporter would say—"This is only a scoop." Is it the budding or the blossoming of a romance between Rose and Mike?

Miss Hughes has accepted a position in the engineering department as Mr. Weise's stenographer, coming to this company from the Quaker Oats. Miss Hauner moved up the ladder and is now doing Mr. Loveth's work, the position vacated by Mrs. Lyon.

Bill Geil and Jim Denike, motive power department, are just getting back into form and the steady grind of the office after having spent a good deal of time and money in Jim's old home town in Montreal.

Jeanette Goldberg, after advertising the St. Paul road and the G. S. M. P. office in particular from Chicago to Frisco, has returned and from the sound of things it will be another month before she gets back to her old self, as far as talking is concerned—we mean not talk as much as she is now doing.

Our demure Erna, of the Lytton building, takes in the Chicago on Sunday night, the Senate on Wednesday, and it's always the same Sheik.

And oh! yes, Edith Smith is also in on the impossible, leaving on Saturday and coming back a week later to a muchly decorated desk as a blushing bride. She does that becomingly.

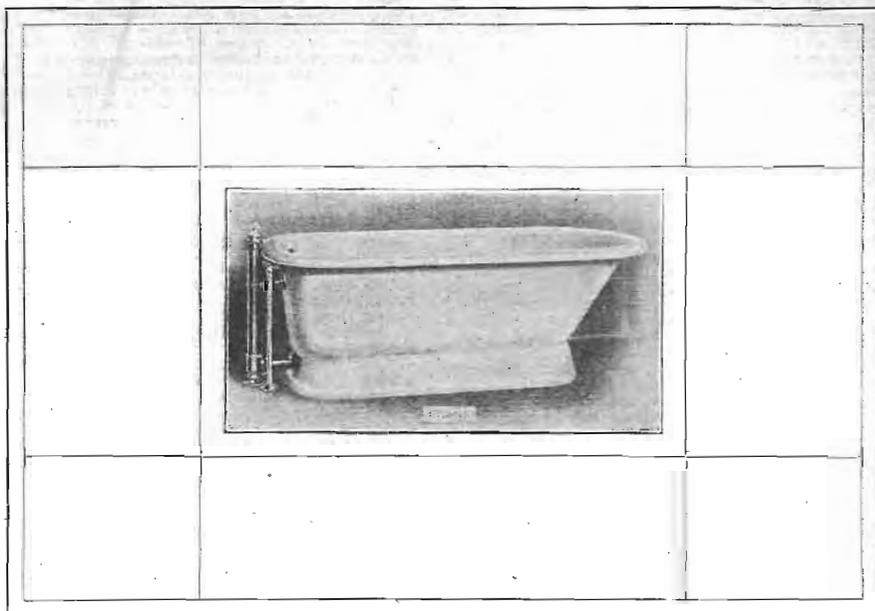
We think Cal Stewart must have read "motoring Up and Down Hill on the Rocky Mountain Division" last month and decided to make a record on Nora B. Decco's discourse on Operator Alexander's new Ford. Listen to the record and see what you think.

Evelyn Her, of the vice-president's office, was struck by a truck while on her way to work one morning and is now recuperating in the Washington Boulevard hospital. We all join in wishing her a most speedy recovery and trust she may soon be with us again.

Frank Ahern and Chester Matz took a hurry up trip to the coast and back as they intend to go down to Florida later on and did not want to take up their whole vacation in one stretch. No, it wasn't the money part of it that brought them back so quickly.

Myra Edwards, forgetful that daylight saving is a thing of the past, began closing shop at 4:00 P. M. Wonder if the letter from Cleveland had anything to do with the wandering of her thoughts.

Mr. Greer now has a new secretary and while the vice-president's office regretted seeing Roy Dougherty leave, still they are glad of his advancement. Roy has joined Mr. Stevens' staff and



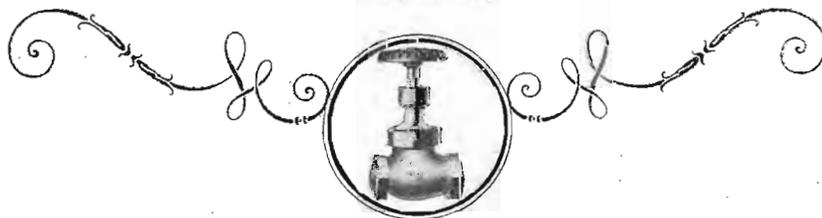
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Wally Dietz is taking his place with Mr. Greer. Good luck is extended to both of them.

Hazel Slocum and Mary Stafford are making a regular trip, going to Seattle, Portland, Frisco, Los Angeles, Salt Lake City, Kansas City, and home and will report the service rendered by the different roads competing with us. We know who will head the list. Might say that Jim Stafford is expecting a telegram most any day from Mary for more funds.

Our heartfelt sympathy is extended to Anna Wynkoop in the recent loss of her mother. Miss Wynkoop is employed in the engineering department.

Mr. Bagnell took a journey last month up to northern Wisconsin to do some fishing, but the strange part of it was that upon his return he didn't tell us any fish stories. He actually admitted he hadn't caught any.

Have you noticed the beauty squad now opening up the mail in the Lytton building offices?

Vast billowy clouds of pungent smoke drifted through the corridors of the thirteenth floor, seeking every crevice and filtering through into the offices of the unsuspecting workers. Fire! Fire! Clear and shrill rang out the echoes of that dreaded call. Pandemonium reigned unleashed and the icy fingers of fear reached out and clutched the heart of every human. A 4-11 alarm brought the brave laddies of Chicago's finest, with the determination of a hundred battles sternly on their faces, to cope with the situation. Out of the midst of the turmoil strode our little Elmer, the very quintessence of calmness, gripping in his teeth his newest acquisition—a Jimmy pipe, the innocent source of the supposed conflagration. After his forced draft had been subdued, the smoke thinned out, the air became more breathable, smarting eyes were alleviated and the traffic department was able once more to continue the even tenor of its way. But, Oh boy! while it lasted.

Pat, are you sure that was a banquet?

Bill Ahern ought to be satisfied to stay home on his vacation as he has one every time he goes out on the line with the boss.

At a recent meeting of the Action club our well-known orator, William E. Denny, delivered a speech styled "Why is the Vault." The members were not sure whether he was "Stumping" for Andy Gump or taking the issue of light wines and beer, but they all report the speech well delivered.

Kewpie Grabenstein, Lytton building, spent his vacation in California watching the sunset on the mountains. Since his return the wires and post-office have been kept busy with messages from Pennsylvania, and he tries to tell us he is a woman hater.

Ed Bloom and Ray Voss are on their way to Denver to get a whiff of the air they have heard spoken so much of. Also to learn how to swim in Salt Lake.

Eleonora Wehrle temporarily employed in the G. S. M. P. office, having been employed at Bensenville the last few years, contemplates taking her honeymoon over the holidays.

The mechanical department has a chance to make us all envious, taking so many vacations, but just wait until next June! Revenge is sweet.

Sioux City & Dakota Division H. B. Olson

The north wind doth blow and we are getting our first snow of the season. Cannot kick though for we have had fine weather this fall.

Miss Ethel Jacobs, assistant cashier Sioux Falls freight, spent the week end with home folks at Rock Valley, Ia.

Agent H. E. Bram, Fairview, with his family have just returned from a visit with relatives at La Crosse, Wis.

A fire which started on the right-of-way between Hornick and Grant Center might have proved very disastrous had it not been for the crew on No. 3, in charge of Conductor Earl Murphy, who stopped his train and with the assistance of our new Traveling Auditor Fauts, fire was extinguished with no damage.

G. Y. M. Frank Henderson and family have just returned from a visit in Chicago and other eastern points.

Conductor Ethan made a business trip to Chicago and of course missed nothing while there.

J. T. Clark, G. C. F., made a trip to Yankton last week checking up the "bad orders."

When the switch crew, Engine Foreman Torrey, switchmen Brown and Collard and the engine manned by Dan Butcher and Buck Banning reached the south yard, Sioux Falls, on October 24, fire was discovered in a heavy growth of grass and weeds, there were ten or twelve cars gasoline in the vicinity of the fire, the crew however made quick work and by a narrow escape the cars were brought to a point of safety with no damage. Couplings were made amidst smoke and flame and surely special commendation is due the entire crew for the grave chances they took in removing these cars and avoiding a terrible fire. Fire was extinguished by the city fire department.

Yardmaster J. R. Bankson, Sioux Falls, has moved his household effects to Sioux Falls and believing that Sioux Falls is about as good a place to live as any will make it his permanent home.

Conductor Frank Weed took a day off and, we guess, he wanted to put the storm windows on.

Conductor J. D. Butler was sure born under an unlucky star. The other morning he was called to go to work at 5 o'clock and as Jim is always in a hurry, when crossing the inter-section he was struck and rather disputed the right-of-way with an automobile and altho his injuries are not serious he was quite badly bruised up.

Last week Trainmaster W. F. Ingraham went to Manila, in just nine hours from the time he arrived, he got out nine trains with an average of 1,300 tons each. We will say that is moving some tonnage in a short time.

Here's to luck to all the boys that work upon the cars. May happiness and joy to them remain.

And all the signals all be white when they come home tonight.

In the little red caboose behind the train.

Conductor Medin finally had to go to the Platte line.

Conductor Archie Gamel had charge of the special foot-ball train. Mitchell to Vermillion, Armistice day. Trainmaster Ingraham also accompanied this train.

Bright and happy Christmas greetings and all good wishes for the New Year.

News from the C V & Wabasha Divisions M. M.

The chill November winds are here and now is the time when one can view the different styles of overcoats. The other day we noticed General Foreman Fleming with a new overcoat. We don't quite understand the idea of Mr. Fleming donning a new overcoat as we thought Mr. Fleming was well supplied in this line. Then the following day Agent F. C. Black, who is not to be outdone in any respect, appeared in a stately looking overcoat. Will some one please solve the problem of all this style?

Among the various professors of modern science we have a professor in our midst who has specialized along entirely different lines. Olaf Lund, freight handler, has distinguished himself as "Professor of Rat Extermination." Prof. Lund is an exponent of psychology and modern science and he has devised a method of procuring these gentle little animals with little or no pain to the "victim." Within the past few days Prof. Lund reports a total of 103 rats which he caught in the freight depot and which he has become acquainted with. It is not definitely known what he contemplates doing but presume he is planning a coat from the fur of these animals. The only objection we have to Prof. Lund's work is the peculiar way he introduces these animals to his spectators.

Lost, Found and Want Column—

Lost—My seniority rights somewhere in the Wabasha roundhouse. Finder will please return to my office at Red Wing and be rewarded by a fifty-fifty of my back pay which, according to my claims, will be a liberal reward. C. Carlson.

Found—Wonderful luck on my hunting trip. Brought back 18 ducks. W. W. Dinnels.

Wanted—Some of these promises fulfilled. M. Maher.

Lost—Several votes in the general election. Employees.

Roy Ostrum, coaling plant operator, has taken an indefinite vacation on account of ill health. Hope to see you well again soon, Roy, and back to work. Arthur Lundgren is relieving Roy Ostrum.

The president's special stopped here a short

time October 16. The officials took the opportunity to look over the car shops, roundhouse and premises.

Traveling Engineer W. C. Blase was at Wabasha November 3. His many friends are happy to have Mr. Blase back again and are pleased to learn of his safe recovery.

Engineer Bill Reed made another trip to Minneapolis. Bill says he went up to buy a pair of shoes, but, however, he was not detained so long as on previous trips.

Car Inspector J. C. Houts and Wm. Ott spent a few days hunting—not very good luck, only a few mud hens and I believe a couple of—what-do-you-call-them—oh yes, sparrows.

General Superintendent J. H. Foster and Superintendent D. E. Rossiter made a special tour of inspection over the C. V. & Wabasha divisions. Roadmaster E. E. McClellan accompanied them.

Engineer Jerry McGraw has been dealing in cars the past week, having had three at one time, but has disposed of them and now is the possessor of a Ford Sedan. Expect Jerry will be hanging curtains in his new Sedan during his spare time. Well, Jerry, says, "Nothing like keeping up with the times."

Mrs. Shepherd, wife of Machinist Will Shepherd, returned from Appleton, Minn. Mr. Shepherd states he was very glad she returned for he missed her delicious cakes which he claims cannot be excelled.

District Master Mechanic John Turney made a few business calls at Wabasha during the past month. Mr. Turney is a very conscientious official and is always suggesting helpful ideas.

R. B. Thompson has resumed work after a much enjoyed vacation.

General Car Foreman Gus Larson visited our shops here today. We are glad to see Mr. Larson for his suggestions are always helpful and his congeniality is encouraging.

We chanced to hear a tale of adventure about our roadmaster, E. E. McClellan. After the C. V. freight had crossed the pontoon one day last week, instructions were issued to allow the fire in the boiler to die so that the boiler might be tested, and in doing this the bridge was left open.

Not aware of this fact, Mac came along on his speedster at about 50 per. whizzing through the air and to his surprise found the bridge opened. Upon making inquiries he was informed that it would be five hours before he would be able to cross. Much to his disappointment and weary after his day's work and his fleet drive he slowly turned his car and wended his way to Trevino, and as there is no hotel there operated on European plan he proceeded to Durand and after some thrilling experiences on the way he arrived there, weary and fatigued.

Lineman W. W. Dinels has contrived a new patent on his speeder. He has added a splendid windshield and presume that this makes a 1923 model. Nifty outfit, Dinny. Understand that Signal Maintainer W. Waterbury is planning on equipping his car likewise.

It seems impossible to impress upon the mind of Trainmaster J. E. Hills that he has lost his seniority rights in the car department for he was seen at Minnesota City today assisting the carmen loading trucks. This is very considerate on the part of Mr. Hills but we would like to have him bear in mind that he has lost his seniority rights.

Iowa (East) and Calmar Line J. T. Raymond

J. L. Franz of Marion has been promoted to the position of chief clerk for Assistant General Manager Bradshaw at Chicago. Mr. Franz entered the service at Marton in clerical department superintendent's office November 12th, 1906; was promoted to the chief clerkship Feb. 6th, 1910; acting in that capacity with Superintendent Marshall until his recent promotion.

Mr. Franz, ever courteous and efficient, won a high place for himself in the esteem of the employes on the division, who regret his departure from the Marion office but are highly pleased at his merited advancement.

Verlo M. Reichert has been appointed chief clerk to Supt. Marshall; Carl L. Oxley division accountant and Leonard G. Hewitt assistant Division accountant. These gentlemen have been in



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TERMINAL ELECTRIFICATION OF ILLINOIS CENTRAL

The decision of the Electrification Commission of the Illinois Central on what system should be used in the electrification of its Chicago Terminal has been awaited with keen interest, for some time, by other railroads. Their final recommendation of the 1500-volt, direct-current system with overhead contact was the result of a study of the various electrifications in the United States and Europe.

The service which it is proposed to electrify consists of heavy suburban passenger traffic, freight transfer between yards, switching in congested yards, and eventually through passenger movements, all within terminal limits only. This electrification is principally in the nature of a concession to the civic development of the city of Chicago.

In the preparation of their report the Commission made complete estimates of the first-cost maintenance and the operation of the four following systems:

- (1) 750-Volt, D-C. with third rail.
- (2) 1500-Volt, D-C. with overhead contact.
- (3) 3000-Volt, D-C. with overhead contact.
- (4) 11,000-Volt, A-C. with overhead contact.

Storage battery and Diesel locomotives were early eliminated from consideration due to high operating costs and insufficient development respectively; while the three phase A-C. system required too complicated overhead construction.

The 750-Volt, D-C. third-rail system was eliminated because of the extensive trackage involved, where such construction was considered undesirable from a safety standpoint.

The 3000-Volt, D-C. system required additional complications for multiple unit operation, which have not been thoroughly developed for this voltage and the whole system would be more expensive than the 1500-Volt system.

The investigation finally narrowed down to the 1500-Volt, D-C. and 11,000-Volt, single-phase systems. In consideration of the future growth of terminal traffic, more rolling equipment in the form of multiple unit cars would be required, and the 1500-Volt equipment with its lower first cost was better adapted to the future development of this particular project. It must, however, be understood that their recommendation furnishes no guide for other railroads in making their individual decision as to systems where different conditions are to be met.

the service for some time at Marion and are receiving congratulations from many friends on their deserved promotion.

Train Dispatcher and Mrs. Willis Jordan were in Chicago a few days during their vacation trip, also spending about ten days at Excelsior Springs, Mo.

On Nov. 11th at 5 A. M., Andrew J. Baker, switchman, while working in Cedar Rapids yard was caught between the engine and a box car and instantly killed. Mr. Baker was an experienced man, having been in the company's service about 15 years. His untimely death is regretted by many friends. The funeral was held at Marion November the 14th under the auspices of the American Legion, Mr. Baker having served in the World War. We extend our sympathy to the family in their great sorrow.

Mr. and Mrs. J. L. Franz were presented with a beautiful bridge lamp by the office force at Marion as a token of their esteem.

A. J. Jackson, agent at Monticello, passed away Tuesday, October 24th. Funeral services were held October 26th under the auspices of the Masonic fraternity.

Mr. Jackson entered the service of the CM&STP railway as a baggageman at Calmar in 1876; afterward was made chief clerk; later promoted to the position of station agent at Oxford Junction. He remained there six years and was then transferred to Monticello as station agent where he served faithfully for a period of 35 years up to the time of his death. Mr. Jackson was a man who cherished the highest ideals and who sought daily to direct his activities in harmony therewith. He was held in high esteem by the officials and employees of the company and his death is deeply regretted. The family have the sympathy of all in their bereavement.

Miss Enid Burns, daughter of Station Agent Burns, had her right arm broken while cranking an auto on October 28th. The break was not a bad one and she recovered from it rapidly.

Dispatcher L. S. Dove has installed a first class radiophone set in his home and is able to get all the broadcasting, lectures, concerts and various items of interest with distinctness as far south as San Antonio and as far east as Schenectady, N. Y.

Dorothy, little daughter of Station Agent Elmer Knock, of Lost Nation, had her shoulder blade broken while playing at school. She is recovering nicely.

Train Dispatcher H. E. Ramsey, after spending the summer and most of the fall as relief dispatcher at Marion, has returned to Arlington as station agent at that point.

Operator L. A. Patton of Marion spent several days visiting at Hartley, Ia.

Train Dispatcher E. E. Edwards and family spent his vacation with relatives at Toronto and Miles.

Train Dispatcher R. L. Leamon spent part of his vacation visiting at Kansas City and other points in the southwest.

Miss Alice McGuire spent Armistice Day and Sunday at Joliet, Ill.

Miss Marcella Mahler went to Chicago for a two days' visit.

Fireman S. D. Tobin and wife visited his relatives at Kirksville, Missouri.

Fireman Delbert Hare resumed work, after an absence of nearly two years on account of illness.

Agent C. S. Morton, Hopkinton, was off for a couple of weeks visiting his son at Plankinton, S. D. While he was off duty he also took the consistory degrees in Masonry at Cedar Rapids.

Agent A. J. Gibson, Dixon, was off for a couple of weeks' vacation, D. D. Devore relieving.

L. A. Huffman, operator of Oxford Junction, spent two days in Chicago on business first part of November.

Passenger Conductor W. A. Brubaker has been off duty for some time account ill health.

Conductor Bruce Nichols spent a few days in Chicago during the fore part of November.

John Pazour, yard clerk, Atkins yard, attended the convention of The American Legion at New Orleans during October as a delegate to the Forty and Eight, he being one of the state officers of this organization.

William Snell, who succeeded Mr. Parkinson as district general car foreman, was in Marion recently on business.

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Sold and guaranteed by leading dealers. Millions wear them. No rubber. Lots of comfort and easy stretch from Phosphor Bronze Springs. Year's guarantee. Suspenders, 50c; Garters, 50c; Hose Supporters, 25c.

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Replacement of Obsolete Railway Motors

By H. G. MORSE

Railway Engineering Department, General Electric Co.

There are still in active service in this country some thousands of railway motors from 12 to 20 years old, which ought on the score of reduced maintenance costs alone, to be retired from service and replaced by machines of modern design. If to this be added the greater reliability of the new motor and the consequent fewer failures in service, the reduction in weight and the greater schedule possibilities, it will be found that there are few properties that could not show an interesting return on such an investment.

An average of some figures recently compiled show that cost of keeping a 20-year old motor in service is four to five times that occasioned by a modern type, even when the latter is as much as 5 years old. Before discussing the reason for so great a difference, some actual figures will be illuminating. On a large eastern property during 1920, on cars in active service, the records show that of 3785 motors of an average age of 12 years, 25.5% or 1004 armatures were rewound, while for the same period 609 motors of an average age of 5 years, required 8.7% or 53 rewound armatures.

On another large Eastern system in 1920, 1885 motors of obsolete design, used mainly in tripper service and therefore worked less severely than on all-day runs averaged \$7.30 per 1000 motor miles for repairs and inspection, whereas 1412 modern type motors in regular service averaged only \$1.19 per 1000 miles in their fourth year of operation.

On a property in the Southwest, 220 old-style motors in 1921 averaged \$4.49 per 1000 motor miles and 104 much later design motors averaged \$1.42, although in their ninth service year. A large part of the older motors were used only for tripper service, while the later motors were on cars kept on the road to the maximum extent. Another system in the South reports costs on their older motors, of which approximately 1000 were in operation in 1920, ranging from \$2.50 per 1000 miles for the best to \$5.40 for the worst, averaging \$3.75. This compares with \$0.50 per 1000 miles on 100 modern motors in service for five years.

Instances like these could be multiplied indefinitely, but these are sufficient both in geographical location and quantities of motors involved to prove the case for the new motor. Experience shows that modern motors properly applied should not cost for repairs and inspection over \$1.00 per 1000 motor miles for the first five to seven years or from \$30.00 to \$40.00 per motor annually to keep them in first class operating condition. On most motors put in service prior to 1912 operating costs will average \$120.00 to \$200.00 annually or the same mileage basis.

The reason for these big differences is simply the rapid advance that has been made in railway motor design and construction over the past ten years. Better understanding of insulation and ventilation problems and improvements in mechanical design and construction have resulted in a motor of less weight and greater reliability.

Many improvements could be cited to show the greater reliability of the modern motor. The direct saving in maintenance will frequently show 20% to 25% return on the cost of replacement, while the other savings may add considerably to this. A case in point is New Orleans where it was found that by substituting modern machines, a faster schedule could be operated, the new motors being capable of more rapid acceleration and higher free running speeds and that fewer cars with new motors could provide the same service.

The reduction in weight that can be obtained by motor replacement with the consequent savings in power cost and track maintenance is appreciable and should be considered. One type of motor suitable for single track, two motor cars weighs 1500 lbs., as compared with 2850, 2450, or 2180 lbs., which are the weights of three of the older motors which it will replace. It is evident, therefore, that on a two-motor equipment, from 1360 to 2700 lbs. can be saved and 2750 to 5400 lbs. on a four-motor car. A still further reduction in weights can be secured by dropping the cars down on to low wheel (24" to 26") trucks and utilizing low wheel motors. A saving of about 2000 lbs. per truck and 100 lbs. per motor can be made in this manner.

The Winnipeg Electric Railway has done this with nearly 200 old cars, equipping them with 26" wheels and GE-258 motors, and more recently the Dayton City Railway has re-equipped 25 cars that had maximum traction trucks and two 65-HP motors with 26" wheel trucks and four 25-HP GE-264 motors.

Summarized, there are many places where motor replacement can be justified by the reduction in maintenance expense and increased reliability of service. In other cases the ability to make a better schedule may be the determining factor. In others the necessity of pulling trailers may force the use of larger motors, while elsewhere the desirability of lowering step heights and reducing weight may bring about the motor replacement. There are without doubt, similar conditions existing on most railways where the replacement of obsolete motors would bring material economies in addition to the saving of motor maintenance. It would well repay operators to give the situation on their own properties a thorough examination.

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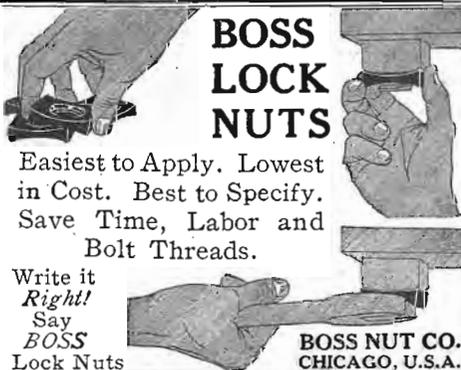
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Old Line "Line 'a Type"

Hazel E. Whitty

"I heard the bells on Christmas Day,
Their old familiar carols play,
And low and sweet, their words repeat,
of "Peace on earth, Good will to men."

It is the wish of this correspondent that all readers of the *Employees Magazine*, our Editor and fellow correspondents enjoy all the peace and happiness possible during the Christmas season and that the bells of good cheer ring for them throughout all the year to come.

Wm. Strange is all ready for winter, having secured a large amount of cabbage to make into sauerkraut.

It is reported that Engineer Chas. Leland on the Milwaukee-Fond du Lac run had to take a trip to Two Rivers to rest up. Charlie claims that he could not sleep in Fond du Lac. It is claimed that the Board of Health intends to interview Charlie in regard to this.

John Gerg, section foreman at Beaver Dam, surprised us all recently when he took unto himself a bride. The lady was Mrs. Helen Bertrend of Milwaukee and the couple were united on October 17th at Beaver Dam. John is a valued employe of the road, having been in service 32 years, and during that time having had many terrifying escapades that have put him on the map and made him perhaps the most widely known foreman on the division. His many friends extend best wishes to him and his bride and in order that his wedding might be celebrated in the most elaborate manner possible, a good many of his friends tendered him a little surprise upon his return home from his honeymoon, which by the way was spent at the Dells. John treated his friends most royally and they did not depart until the wee small hours, all declaring John to be a most liberal host.

On Monday evening, November 13, a safety first meeting was held in the depot at Horicon and it proved to be one of the most successful meetings ever held. There were over 70 members present and the suggestions made were fine. Conductor Rochford and crew, from Hartford, deserves special accommodation as they donated their services and brought the boys down from Hartford, Rubicon, Iron Ridge and Woodland. Mr. Bannon admitted that this meeting was almost as good as the ones they had in Milwaukee. P. Lamp proved himself a good live member. Agent Thiele complained about the Horicon drinking water. How come, Fred? Mr. Bannon's good looking clerk was there. It was not fully decided upon where the next meeting would be held, but it will not be in Milwaukee.

Solomon in all his glory had nothing on Train No. 6 one night when she went in all lighted up by electricity. Jack Whipple is the boy responsible for this and surely should be recommended for the interest he has taken.

Don't sit on the fence and groan. Jump over into the clover, it's there.

"Optimism is all right," declares Bill Yerk, "but it has its limits." I saw a man come into a store the other day and he had his wife and 8 children with him. He said to the clerk, I want the whole bunch of them fitted with shoes. Well, the clerk after 2 hours of hard work, had them fitted and was ready to make out the bill, when the man said, 'I don't want to buy them. All I wanted was to get the sizes so I could order them from Sears Roebuck.'

Geo. Persons says the most deadly poison today is aviation poison. It only takes one drop to kill you.

News pretty dull this month. I had some friends on this job once, but since election time they have all forsaken me. Or maybe it is because I have been talking too much about the wrong things. So hard to know how to please everybody, especially the men. They always find something to laugh about, but they want to remember that he laughs best who laughs last. News items would be greatly appreciated.

"Boost and the world boosts with you,
Knock and you're on the shelf.
For the booster gets sick of the man who kicks,
And wishes he'd kick himself.
Boost when the sun is shining,
Boost when it starts to rain,
If you happen to fall, don't lie there and bawl,

But get up and boost again.
 Boost for the road's advancement,
 Boost for the things sublime,
 For the chap that's found, on the topmost round,
 Is a booster every time.
 A Merry Christmas and a Happy New Year to
 all and don't forget to write your letters to
 Santa Claus.

Kansas City Terminals S. M. C.

Our Boss, Mr. J. F. Anderson, has at last gone on his long delayed vacation. Of course we are glad for him to have a vacation, but will be lots gladder when he gets back and this is only the first day. An echo of this is heard from the recordhouse as Mr. Lord is also on his vacation.

Geo. G. Harris, the son of Yardmaster Harris, won the intercollegiate golf championship, year 1922 at Rolla School of Mines. And while we are mentioning the Harris family. The other evening Mrs. Harris came home late and thought she had by mistake gotten into the wrong house. In her absence Mr. Harris had moved all the furniture around making room for the new baby grand piano he had bought as a surprise for her. We are told the surprise was a decided success.

Little Helen, our telephone operator, says the only objection she has to the local office is that it is too far away from Coburg. Why complain about the distance Helen, or is there some attraction out Coburg way. Don't worry, that Ford rides too hard anyway.

Denny Keys, our new switching clerk, is holding down the job in fine shape and I'll say it's no boys job. Hold to 'er Denny.

Will wonders ever cease. We are told that Mr. Ed Owens, our cashier, is going to take a vacation after 32 years of service without one. We don't know where he is going, but he should enjoy the change of scenery if it's only to Excelsior Springs. Have a good time Ed and hurry back.

Katie Berry, one of our Auburn-haired beauties, has moved over to Rosedale, Kansas. This is a long way out and if you don't think so just ask Alex Schutte. Alex the only way to cut out those long rides is to take a short trip to the Court House. Amen.

The Bowling season is now on and the Midwest Tournament will be held the latter part of the month in Kansas City. The C. M. St. P. will be represented by teams from Chicago and Kansas City. Here is hoping we show the world we have some bowlers among our ranks that can hit Louie for a goal.

Mrs. J. W. Talbott, wife of our Per Diem clerk and Sibyl Clifford, from the Superintendents office, spent a couple of days in Chicago recently, trying to spend some of their hard earned cash. They both report a very good time even if their shopping expedition was a failure.

Our telegraph operator at Liberty Street, Mr. Al Lindner, with his family, will leave about Nov. 25th for a 3-months vacation. Al expects to spend the winter in Los Angeles with a trip now and then over the Mexican Border. Why go to Mexico Al? Chicago is a lot closer and from the recent election returns it is just about as wet. Well we all wish you and your family a wonderful trip.

Our entire local office force are elated over being given Saturday afternoon's off, and say their efforts will be redoubled to show their appreciation.

Have you heard about the latest in decoys? We are told that one of our switchmen after carrying a sack (supposedly containing decoys) several miles, found he had stove wood. The old adage "A word to the wise is sufficient" seems to have applied in this case and it is now the custom to examine sacks before starting out.

Pebbles From the Musselshell

4-11-44

Joseph Kane, formerly employed as ticket clerk at Miles City, but now located at Butte as City Passenger Agent, was a Miles City visitor over Armistice day.

Joe Strassman, formerly chief clerk to Superintendent Bowen, was a recent Miles City visitor. Joe looks the same as usual and all old friends were glad to see him; he is now located at Tacoma.

W. E. Striebel and wife are rejoicing in the air-

What is Acetylene?

Acetylene is the gas liberated from the dissociation of calcium carbide when in contact with water. Acetylene is a colorless gas, and has a distinctive characteristic odor. It is the richest gas in carbon contents known, hence, when combusted with pure oxygen the result is a very high temperature flame. All metals are conquered by it!

No other gas has benefited man more in so short a time. There is none more dependable and economical to the railroads.

Acetylene cylinders should be emptied promptly. These cylinders cost many times the value of the gas they contain, therefore, their speedy return to the filling stations are of vital importance.

We shall tell you of Acetylene's mother in the next issue.

Gas Tank Recharging Co.

HOME OFFICE-MILWAUKEE, WIS.

"Makers of Quality Gas"

All Spent or "All There"?

When you vitality is at low ebb and you feel signs of "slipping", eat

Fleischmann's Yeast

The corrective food that both aids digestion and elimination. It contains all the natural food elements that help the body perform its very necessary work of throwing off waste and building up the living cells.

The result is that feeling of general well-being. The blood courses through your veins. You are full of fire and vigor—"all there".

Get it from your grocer.

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Industry's Revival largely due to the railroads

THE economic life of the nation depends upon its transportation facilities. Against the greatest obstacles, the railroads of this country have labored hard and incessantly to move all necessary freight. Every available locomotive and car is being kept in continuous service and new power is being rushed to completion to aid industry.

Our complete facilities as builders of locomotives and repair parts for old power are at the command of all the railroads.

The
Baldwin Locomotive Works
Philadelphia

The Victory Arch

Nineteen hundred seventeen brought to this country the World War. During the war the Merchants Banks served many joined the colors; others sold bonds. It was this spirit which made possible in 1919 the Victory Arch—the same spirit of service.

**“For Saint Paul and The
Great Northwest”**

**THE MERCHANTS
NATIONAL BANK**

ROBERT AT FOURTH - SAINT PAUL

rival of daughter at their home in Marmarth.

Mr. J. J. Foley, D. P. P. A., who recently returned from a trip in the Cat Creek oil fields, advises that production is now about 8,000 bbls. per day, several new wells are being put down, and there are now fourteen producers in the second sands.

J. W. Drake of Lewistown, a former Musselshell division conductor, was shaking hands with Miles City friends. Mr. Drake was on the democratic ticket for railroad commissioner.

Our first snow storm arrived on November 3d, fall being from two to five inches; winter sure will commence now.

A. E. Quillen and family have moved to Seattle. Their many friends in Miles City regret their departure and trust that they will make as many friends on the coast as they have in Miles.

Conductor Martensen and wife are rejoicing over the arrival of a son and heir at their home in Miles City on Nov. 7th.

Among the recent arrivals in Miles City was a son at the home of C. H. Slaymaker on the 10th of November.

Mr. and Mrs. George Dunn have left for Spokane where he has accepted a position in the shops at that place. Mr. Dunn was employed in Miles City in the local shops for over four years.

Engineer Sam Torgenson and wife are among those who had new arrivals at their homes in the latter part of October, a daughter being born to them on Oct. 28th. The infant has accepted the name of Dolly.

L. E. Carlisle, formerly yardmaster in Miles City but now on the road as traffic specialist between Moberge and Seattle, was a Miles City visitor the latter part of October.

Mrs. Grace Daniels, widow of R. Daniels, formerly D. P. P. A., at Miles City in 1908, passed away at her home in Tacoma, Wash. Her many acquaintances in Miles City and vicinity were grieved at her death.

Milwaukee Shops H. W. G.

Veteran Fred Rummel has gone to New York to live with some member of the family we are told. Mr. Rummel was our chief teamster back in the early 80's. Hope you will get sick of it down east Fred and come back among us again.

Mr. Mike Mulholland has passed the 50th year of service with the Milwaukee Road last July, and someone gave him a writeup in the Milwaukee paper. We have not been successful in persuading Mike to join the Veteran's Association.

One hundred men L-2-b locomotives are ordered from the Baldwin Locomotive Company Philadelphia. The 25 red, three months ago more than measured up to capacity.

Mr. Jno. M. Horan returned from a month's visit at Seattle and neighboring points where his daughter and grandchildren live.

Mr. H. J. Wandberg, of Minneapolis, in the stationary boiler dept., called at the shops the 6th. Mr. Wandberg has not been out of the hospital very long where he was laid up with injuries received in a track motor spill last May. He is looking quite well, considering.

The passing away of such a man as Dan Healy, the faithful steward of the Pioneer Limited, closes a life that is an inspiration for all of us to follow; indeed, there is always room at the top for such servants.

The hints to amateurs in the Nov. Magazine, might also have mentioned "watch your focus," as the clamp on the sliding bed plate sometimes moves too easy, producing a bunch of out of focus films. We have received rolls of film spoiled in just this way.

Veteran Jos. M. Cornor died at the Catholic Home for the Aged Nov. 10th. Mr. Cornor had been in failing health for some years. He retired from the service of the Company some four or five years ago and was the recipient of a beautiful present from his co-workers in the up-stairs Locomotive machine shop. A photo of the occasion was published in the magazine shortly after. Mr. Cornor started with the Company in 1869. He was gang boss when the new shops started in 1880 and was later General Foreman.

The new blueprint machine recently installed in the M. E. Dept. is proving up to requirements and is a great improvement over the old machine.

Iowa Division
Ruby Eckman

Switchman Homer Lyons and family returned to Miles City the first of November after having spent several weeks in Iowa visiting with the parents of both Mr. and Mrs. Lyons.

John De Groate has recently returned to the Milwaukee and is working as a switchman in Perry Yard.

L. C. Lehnert of Soo City, has recently transferred to Perry to take the position of boiler foreman in the shops.

The Bridge and Building department have had a force of men at work for several weeks building a double river drop pit in the round-house at Council Bluffs. This is being erected for the purpose of enabling the shop men at Council Bluffs to handle heavy repair work on the passenger locomotives. It is the plan to eliminate all the passenger repair work at Perry and run the passenger engines through from Council Bluffs and Manilla to Savannah. The new arrangement will mean a saving of about thirty-five hundred dollars a month in shop expense at Perry. This amount is being expended each month to have the F class of engines super-heated to make them more efficient for the long runs.

Thos. Pandy, who is completing his apprenticeship as a boilermaker in the shops at Dubuque, was home Nov. 5th for a visit with his parents and friends.

J. R. Long, who was recently appointed line repair man on the Iowa division, has already taken up his work at Perry. Wm. Long, who got the appointment at Glencoe, Minn., has gone there to take charge of that district.

Effective November 1st a bulletin was posted announcing the fact that M. Gallagher had been appointed Terminal Train Master at Council Bluffs, with supervision over the handling of the business for this company in the Council Bluffs-Omaha terminal.

The accounting department of the division store-keeper's office was moved to Marion during October, so that the accounting will be more convenient to the division accountant's office. Don Herron was made local store-keeper at Perry and Mason Hildrith took the position of local store-keeper at Atkins.

Herbert Langdon of the roundhouse office force, went to Rochester, Minn., to consult the Mayos with regard to the condition of his foot which has been bothering him for some time.

Switchman Dell Coltrin and wife spent a couple weeks of October visiting relatives and friends in Wisconsin and Indiana.

Mrs. Ward Buckner, wife of brakeman, was very seriously sick during November and was confined to the hospital at Perry for some time.

George Rawlins, who was in Washington Boulevard hospital for several weeks has returned to work.

Master Bob Wilcox, son of engineer Thos. Wilcox, got mixed up with some boys in a football game and injured his knee very badly.

Paul Cushman's wife and children spent some time in November visiting with relatives in Colorado.

A number of new firemen and brakemen were hired on the Iowa division during October and November to take care of the rush of work. All of the men who were on the reserve lists were called back to work.

Mrs. Maurice McGovern and children returned to their home in Cuba the latter part of October, following a visit in Perry at the home of engineer Jack Ahern. Mr. Ahern is Mrs. McGovern's father.

Mrs. J. W. Mathews of Pullman, Washington, spent some time in Perry during October, visiting at the home of her cousin, J. B. Wallis.

George Saucer returned to work the latter part of October following an outing at Excelsior Springs.

Fireman Groom who has been working on the Soo City division for some time, has transferred to the Iowa division.

Boilermaker Wm. Halliday who was injured early in the summer was forced to go back to Washington Boulevard Hospital for treatment the fore part of November. He was at the hospital a long time and was released, expecting to be able to resume work but was unable to stand it.

We ask the co-operation of every user of Airco Oxygen to keep Airco Service at high efficiency by returning cylinders at once, when empty, to the Airco plant or distributing station from which they were originally shipped.

AIR REDUCTION SALES COMPANY

Manufacturer of Airco Oxygen—Airco Acetylene—Airco-Davis-Bournville Welding and Cutting Apparatus and Supplies—Acetylene Generators—Specially Designed Machines for Automatic Welding and Cutting—Nitrogen, Argon and other Airco Atmospheric Gas Products

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For Signal Service,
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KERITE INSULATED WIRE & CABLE COMPANY
NEW YORK CHICAGO

Clarence Anderson of the roundhouse office force enjoyed his vacation the fore part of November. He spent the time in Chicago, Marion and Omaha.

James Cartwright, chief caller, while riding his bicycle home from work Nov. 11th, was run over by an auto. One foot and leg was badly bruised. He was off duty for several days as the result of the accident.

Conductor L. C. Newell, who spent several weeks in Hot Springs, taking treatment for rheumatism, returned home the latter part of October. His condition was not improved by the trip and he has since been unable to work.

Engineer Wm. Leaf and family of Marmouth, North Dakota and Elwood Leaf of Los Angeles, Cal., were called to Perry the latter part of October by the serious illness of their father, Engineer John Leaf.

Minneapolis Shop Happenings

James Nellins.

It looks good to see so many of our shop men among the younger element and not a few of the older ones, taking advantage of the night school classes and a good number have and are still enrolling for studies during the coming winter.

Assistant General Superintendent of Motive Power G. R. Martin and Superintendent Motive Power R. W. Anderson were business callers at the shops October 11th. Mr. Anderson was here again on October 31st.

Round House Foreman A. A. Ricks, of Murdo, South Dakota, was a business and pleasure caller at the shops October 9th, looking fine, fat and fit and entirely innocent of the crime of growing old.

These shops had the pleasure of a visit from President Byram and the board of directors October 16th, the party reaching here in the snow storm, the first snow of the season. They spent some time about the plant under escort of Master Mechanic Turney and Shop Superintendent Lamberg.

The article on page 10 of the October issue contains good advice and it would be well for all of us to forget all about it, get out the megaphone and boost for the good old railroad.

There is no question but scores of friends of Ottomar Kloetzner, chief clerk to the superintendent of the Prairie-du-Chien division, will be grieved to learn that he is compelled to retire from railroad work and take a season of rest. It was a pleasure to know this good natured gentleman and now that he has gone to a foreign land, a letter from home would no doubt sound good to him, so fall in and write to him as per address given in the October issue of this magazine. He is one of those men that never went back on a friend.

J. E. Bjorkholm was a welcome caller on October 17th, surely looking well and contented with the world's ways. There was a big demand for October magazine as it seemed the whole shop force were interested in his letter from the old country.

Miss Buckley makes a most agreeable addition to the office force. She is clerk and stenographer to General Boiler Inspector A. W. Novack.

Nathan Manufacturing Company

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

Bulls-Eye Lubricators
Klinger Water Gauges
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CHICAGO, ILLINOIS

Wayne M. Henderson is being congratulated on his appointment as Gang Foreman in the machine shop in place of William French who has been transferred to the Terre Haute line. Mr. Henderson held a similar position in the round house but looks well and seems to fit well in the machine shop.

It was with great regret that news was received here announcing the death of H. H. Baker who was formerly located in Minneapolis in the claim department.

Another man very much missed is Ezra Curry who has been transferred to Green Bay. We miss his hearty "good mornings" and he always had a good word for everyone.

Wish him success in his new position.

James Elder, superintendent of air brakes, put in a couple of days in this vicinity November 6th and 7th, apparently missing his vote by so doing.

Engineers of the veteran class all express sorrow over the passing away of old time Conductor Joseph D. Trussone who died November 6th. He was a conductor in the seventies and was well and favorably known by travelling men and popular with all his acquaintances. Being of genial disposition he will be missed by his friends. He was obliged to relinquish railroading some years ago on account of failing health.

We have a new safety-first official here in the person of Wynn Esch and he appears to be a most agreeable gentleman to do business with and all wish him success. He succeeds J. L. Bauer.

Miss Emily J. Hiddleston, chief clerk of the master mechanic's office, has returned from her vacation, having motored to Aberdeen, S. D. She reports a pleasant trip via the Yellow Trail and also reports a shorter trip home by the yellow cars.

It is with genuine regret we announce the death of Engineer John T. Dolan, this sorrowful event occurring on November 8th. Mr. Dolan was one of those ever pleasant and cheerful fellows and a fine man to be associated with and sorrow is expressed by all his friends and sincere sympathy extended his people.

The round house and enginemen's new wash room is nearing completion and when finished we should see a dandy set of men about the place. Remember boys, what cleanliness is next to.

Engineer John Anderson, Iowa and Minnesota Division and Engineer Geo. Hilstad, H & D division, are making plans for a deer hunting trip somewhere in the neighborhood of Tower, Minn. and of course expect a great time of it.

The Thursday noon day services in the machine shop are again held, the first service held on November 9th and to an excellent attendance which is encouraging the speakers, the singers as well as to Chairman Chas. Ingold of the Y. M. C. A. Committee and to J. W. Booth, Y. M. C. A. Industrial Secretary.

To Messrs. Ingold and Booth rests the work of bringing about these services and they are surely something different than the continuous grind of shop work and let us hope that there will be a good attendance every Thursday.

By the time these items appear in the next issue of this magazine, Thanksgiving will be an event of the past as far as for the year 1922 is concerned, and the holiday season will be approaching. Let the big Milwaukee family make the best of it for joy and cheer as they can see their way to do so and in closing this year's correspondence, we wish the entire Milwaukee family from the chief executives all the way along the line to the old man who tamps the ties on the section, a most Merry Christmas and a Happy New Year.

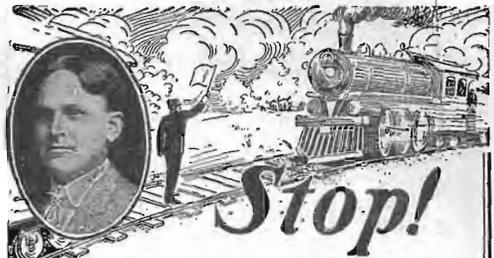
Wisconsin Valley Notes

Lillian

"One Today is Worth Two Tomorrows".

Second trick dispatcher, J. W. Held is taking his two weeks vacation. Mrs. Held accompanied him on a motor trip to Milwaukee and Chicago where they visited with friends.

Third trick dispatcher, A. W. Warner has returned from his vacation having spent same, together with his wife at Toledo, Ohio.



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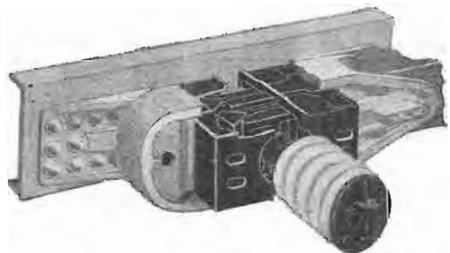
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INDEX BRISTOLS

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**The Varnish That
Lasts Longest**Made by
Murphy Varnish CompanyAdvertise in
the "Milwaukee"

First trick dispatcher, H. L. Vachrean, will spend his vacation north hunting deer for which point he leaves next Monday.

Conductor M. E. Donovan was called to Kansas City, Mo. on account of the death of his mother. The remains were brought to Tomah for burial and a great many of the Milwaukee employees attended the funeral.

Mrs. Geo. Boehm visited with her son, who is attending the school of Forestry at Missoula, Mont.

Mildred Conklin and Katherine Gorman, stenographers in the superintendents office are well on their way to New York City at which place they expect to spend a week, also visiting at Buffalo, Niagara Falls, Chicago, Milwaukee and Green Bay on their return trip. We are anxious for their return for they promised to present each one of us with a handsome gift, providing their currency holds out.

Mrs. D. F. Gorman, Mrs. Eilers, and daughter Patricia, and Dorothy Gorman left Monday for San Francisco, California, where they expect to spend the winter, probably returning in the spring.

Born to Mr. and Mrs. B. Gehrke, Oct. 28th. Elizabeth Loraine. Eric says eight pounds, for a time we carried the idea that we were to receive eight pounds of candy, but two will do—We may have to take it in the form of a Xmas surprise.

Mr. and Mrs. Frank McCulloch spent a month visiting with relatives and friends at Seattle, Portland, Tacoma and other points.

Miss Mary Linehan, daughter of Mr. and Mrs. John Linehan, has been very ill for the past two weeks. She was taken to the Sacred Heart Sanitarium at Milwaukee, and it is reported her condition is slightly improved. We hope to be able to report a marked improvement in her condition, in the next issue.

Mr. and Mrs. J. Horn motored to Milwaukee, they were accompanied by Mr. and Mrs. Pat Brown. On their return they stopped over at Portage and Green Bay, to visit with friends. They report a nice trip and had favorable weather all the way.

Mrs. John Healy is temporarily employed as stenographer in the superintendent's office, filling vacancies created by parties taking vacations.

Mrs. Lillian Atkinson and daughters Norma and Carmen spent Armistice day at Shawano.

These are the things I hold divine
A trusting child's hand laid in mine,
Rich brown earth and wind toss'd trees
A taste of grapes and the drone of bees,
A rhythmic gallop and a long June day
A Rose hedged lane and lover's lays,
A welcome smile on neighbors faces
Cool wide hills and open places,
Breeze blown fields of silver rye
The wild sweet note of the Plover's cry,
Fresh spring showers and scent of box
The soft pale tint of the garden phlox,
Lilacs blooming, a drowsy noon
A flight of geese and an autumn moon,
Rolling meadows and storm washed heights
A fountain murmur on summer nights,
A dappled fawn in the forest hushed
Simple words and the song of a thrush,
A Rose red dawn and a mate to share
With a comrade's soul my gipsy fare,
A waiting fire when twilight ends
A gallant heart and the voice of friends.

AMERICAN CAR AND FOUNDRY COMPANY

Tacoma Tide Flats

R. K. R.

Do your Christmas Shopping early:—

Now that the year 1922 is drawing to a close, and we look back over the months passed, we perhaps can see things which we know could be improved on, in each of our little worlds, and homes, and the best thing to do is to start making good resolutions which are of the kind to help our selves go up the ladder of ambition and will throw a shadow around us, sufficiently distinct to help our fellow workers to their prospective goal in life. Hoping in doing this, we are making ourselves, and those we come in contact with better, and the world, perhaps a wee bit better to live in.

The employees of the Tacoma shops, take this occasion to express their greetings, for a Merry Christmas and Happy New Year, to all.

Mr. and Mrs. A. J. Kroha are receiving the congratulations of a wide circle of friends, on the arrival of their son. This happy home was blessed with a small bundle of sunshine during the month of October, and great things are expected of our coming assistant general storekeeper, Jr.

Mr. G. T. Felzer, district storekeeper, is at the present writing at St. Joseph where he has undergone an operation for appendicitis. Late reports are very favorable as to his condition, and we are all hoping to see Mr. Felzer with us soon again.

Miss Betty Hagen, of store department has returned to work, after a two months' leave of absence, spent touring the large cities of the east and middle west, where Miss Betty has many friends and relatives. She reports having had a lovely time.

Miss Laura Holland, has left the store department to take up housekeeping for herself and husband, Mr. Pierceson of Portland, Ore. Mrs. Pierceson, we have to admit is one who can really keep a secret. Her marriage took place in July of this year, and only the other day she let us all know of the happy occasion, congratulations and best wishes follow Laura, from the bunch.

Mrs. George Pyette, wife of shop accountant has returned from the east, where she enjoyed a visit with friends and relatives.

So. Minn. East.

I. McCarthy

A very MERRY CHRISTMAS to all of our readers; and as for that NEW YEAR'S RESOLUTION: Let it be resolved that I will send at least one item of interest to the correspondent to the Employees' Magazine each month.

The grippe is around again. Dispatcher Wood, Accountant Galigan and Comptometer Operator, Margaret Dunbar are all ill at this writing. We hope for their speedy recoveries.

It is terrible (at least that is what they tell me) when there are no Sunday trains to the places you want to get to the worst. Blake's greatest worries now are whether the roads will be fit for those Sunday drives. As for Dwight, he has taken to the Fortune Teller weeks in advance of his trips.

Gus Lauffe and Geraldine Dilger were married in Austin, October 25rd. On their wedding trip they visited northern Minnesota. Gus is employed as switchman in the Austin yard. Heard that the boys helped themselves to the cigars and that they were fine. The girls haven't mentioned the candy but nevertheless they join in with their best wishes for a happy future.

A little son brightened the home of Mr. and Mrs. Earl Dutcher. Mrs. Dutcher was formerly Mary Craig of the store department.

Our railroad boys surely did not take a back seat in the last election. Our esteemed friend and Conductor, Clyde Hubbard was elected to the position of County Auditor; Cassius Terry, former brakeman on the Milwaukee, will be the new County Treasurer and Harry Howard, engineer on the I & M division will be our Representative.

Agent and Mrs. C. J. Olson of Whalan, Minnesota celebrated their silver wedding anniversary, November 10th. Their daughter Una of South Dakota was home for the occasion.

A serious misunderstanding was experienced on I & M Train No. 6 one October day, when the

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conductor of the said train handed our division accountant the following telegram, dated at Austin: "Twins this Morning." There was no real cause for excitement as it was merely a means of letting our friend know how many of the office pests (mice) had been trapped that day. Bob being interested in the daily catch considered it our duty to advise him how many we captured during his absence.

Marjorie Elton has been added as stenographer in the store department. Scottie and Alfred helped out over there during inventory, and that isn't all. One of the boys almost lost a heart over there.

Chief Dispatcher Sorenson spent his vacation in Mankato and LaCrosse. C. M. Aughey acted as chief during his absence.

Pickups on the Aberdeen Division.

"Scoop"

Miss Viola Diestler has been appointed to the stenograph-clerk position in the trainmaster's and chief dispatcher's office. Miss Diestler is a stranger in our ranks, but from all indications she is going to be very popular.

Superintendent M. J. Flanigan of the Hastings and Dakota division was an Aberdeen caller recently.

"Handsome Bill" of the roadmaster's office got himself up at four A. M. one morning and goes pheasant hunting. Heard some reports that he got one and some say that he got two. However, we know that he got BACK and in time to work his tri-weekly night shift on North Arch. Some tired boy too, the next day.

"Pork" of the local freight office lays claim to the fact that he is still outstanding in his watermelon fund to the amount of ten cents. Sorry, old timer but can't see how we are going to help you out any.

Ray had a pretty gloomy look on his usually pleasant face lately. No he has not thrown any more ten dollar bills away, but understand that he attended the flower show and that was almost as bad.

Orrin Kruger, employed as pipe fitter in the round house had the great misfortune of being seriously injured when he fell from a scaffold on which he was at work. He is getting along nicely and here is hoping that it will not be long before he is back on the job.

An average of 55 1/2 miles per hour is the new record hung up by a certain young lady from the store department, who recently made an auto trip from Aberdeen to Minneapolis. Knowing Pat as we do we would not doubt her word, but still we do maintain that that was some going.

Car repairer Sam Duncan, while making repairs to a car, fell to the ground and was fatally injured October 31st. He was removed to the Lincoln Hospital where he passed away the next day. Mr. Duncan was held in high esteem by all who knew him and will be missed by his fellow employees. He is survived by his wife and four children. The entire division extends their sincerest sympathy to the bereaved ones.

Dispatcher M. P. Ayars and wife are very much pleased these days with the arrival of a brand new daughter. M. P. pulled the usual stunt by passing around the smokes and I guess the boys all enjoyed them.

Solicitor E. L. Grantham returned from a recent business trip to Shreveport, La., where he was called on matters in connection with the legal department.

Chief Carpenter McCarthy and wife have returned from a trip to Cincinnati, St. Louis and Omaha. Mr. McCarthy attended a convention of chief carpenters at Cincinnati. While at St. Louis they visited their son Paul who is attending a medical university. At Omaha they visited another son, Justin who is attending Creighton University. "Mac" reports a very enjoyable time.

Dubuque Division

J. J. Rellihan.

It looks as though the good roads are all in for this season, so "Henry" was washed and locked up for the winter, and we will have to get down to business again and keep the Dubuque division on the map. Well it was a delightful season anyway.

Harry Cameron, chief carpenter on the T. H. division was in Dubuque last month renewing old acquaintances.

C. E. McCloskey, night operator at the passenger station at Marquette took a couple weeks off, and during that time attended the American Legion convention at New Orleans.

Baggage man Jim Donald has resumed work on his old run No's. 4 and 33 between Savannah and LaCrosse.

General Manager Gillick made a business trip over the Preston and Waukon branches Nov. 10th. The division officials accompanied him.

It was anything but pleasant to be an agent during the stock car shortage, however the boys came out of it without any black eyes or broken bones. Chief Dispatcher Crawford offered up a prayer entitled "Lord give us cars" and now we are getting plenty of them.

Operator Anson Harrington of Gordons Ferry has been on the sick list and unable to work for the past month.

A hearing was held at Brownsville on Nov. 9th. by the Minnesota state railway commission in regard to a new depot for that village. Superintendent Thurber and General Superintendent Weidenhamer were present at the hearing.

The heavy business that we are handling at present is being taken care of in good shape. The power is in first class condition and everyone is hitting the ball keeping it moving.

The many friends of Operator A. R. Wilson of La Crescent were grieved last month to learn that his wife who has been in a serious condition for over a year had passed away at La Crosse hospital. Her remains were taken to her former home at Cassville, Wis., for interment.

Train Dispatcher O. A. Rampson kept them all moving and passing out smokes at the same time Nov. 7th., celebrating the arrival of a baby boy at his home in Dubuque that day.

Agent George Childe of Mabel is getting along nicely since his recent operation for appendicitis and expects to resume work about Dec. 1st which will be pleasing news to his army of good friends.

Caledonia has been a little Galewood for the past month or more between 600 and 700 cars of gravel are being dumped in there for road work, and "Fuzzy" Ferris and his clerk have no time to tell stories or read the sporting section of the morning papers. An extra crew has been kept in service most of the time handling this business from Reno.

Peter Ott agent at Preston is on his annual vacation. His son Billy is in charge of the station and Joe Gerkey is working 2nd trick.

Brakeman Carl Loible is celebrating the arrival of a baby boy at his home in Dubuque the early part of last month. Don't forget we still smoke, Carl.

Miss Verna Nelson 2nd trick operator at Gordons Ferry took a few weeks' vacation last month.

Mr. M. H. McEwen division freight passenger agent made a trip over the division last month en way freight in order to have an opportunity to meet all the agents. "Mac" made a real hit with all the boys, we were glad to make his acquaintance, and he is made up of the kind of stuff that will cause continued co-operation between the employees and officials.

C. W. Petters, agent at Guttentberg, has not been in very good shape for some time. He made a trip to the hospital at Rochester Minn. last month, being gone for five days, but up to the present writing has not received much benefit. It is sincerely hoped by all the employees of the division that Charlie will soon recover sufficiently to be back at his regular position. Jack Degnan is in charge of the station during his absence.

A. F. Mullane, agent at North Buena Vista, one of the most popular boys on the division don't care today Nov. 15th., whether the railroad runs or not, this being his wedding day. We have not learned the name of the bride, but anyway the employees of the division unite in wishing Mr. and Mrs. Mullane the best of luck on their matrimonial journey.

The train dispatchers have finished their annual vacation and John Lund who has been working as operator in the dispatcher's office during that time takes charge of the station at Dubuque shops.

H. & D.
J. D.

Arthur Strobel, section hand at Waubay, was struck by a passing train while sitting on the tracks and killed. The remains were found by Martin Holman, pumper at that station.

Friends of E. F. Moore, better known to us as "Bunny" will be glad to know he has left that little jerk water up in North Dakota and that he was the lucky one in bidding in the 2nd trick at Mina. Bunny's next move will be back to the H. & D., he says.

Jasper Wik has traded the Ol' Overland off for a Baby Grand Roadster, all he had to say about it was, "They ain't no one going to pass this bird now." Some day Len's going to go by him and then there'll be some fast driving.

L. F. Bock, dispatcher, who has been all over the country on his vacation, has returned and is back on the job again.

Col. E. C. Weatherly, now agent at Norwood, is leaving for Redfield, South Dakota, where he will work 3rd trick, regular. We'll miss the old Col. round these parts. Frank Arndt, who is working as operator at Bird Island, is also going to Redfield where he will work 2nd. All the old timers are leaving but they usually come back to stay when they do come back.

O. J. Z., better known as Oscar Fewclothes, or the Senator from Oklahoma, expects to lay off for a few weeks to spend a few days with the folks at Enid, Okla., and some time in and around Aberdeen. Ed. Koecher, it is understood, will relieve him.

G. Struckns, who has been wandering around the country for the past two months, finally landed at Andover and expects to be there indefinitely.

E. J. Ruchmer, who has been a Montevideo train delayer for 3 or 4 months, is back on the side table again. You got to hand it to "R," he sure keeps 'em a moving.

E. P. Harris, agent at Shakopee, has returned from a trip to Joliet, Ills., where he was looking over a job offered him as dispatcher. Understand he will check in at Shakopee again and remain there indefinitely.

H. P. Jarvis busted a couple buttons on his vest today, he says it is an 8-pound boy. Jarv's got one of each now.

E. W. Hutchison, of Abercrombie, has a new Canadian Honker. He's the leader on the Fargo line at the present time.

Later.

J. G. Wik came to a sudden stop last night when he hit a cow on the Watson-Montevideo road. The cow was carried for 50 feet on the radiator and when finally let loose it made a high dive and went thru a six wire barb fence. Wik claims he heard a man hollering at him but he was in a hurry to get home so stepped on her some more.

Julius Kolberg is acting night yard master while Chuck is taking a short rest.

R. S. Buske, of Milan, is making a trip to Linton, North Dakota, shortly. Buske's got something up his sleeve. It must be he's getting tired of hoofing it alone.

I & D Inklings

By Dott

Round House Foreman Ricks enjoyed a two weeks' vacation in October, which he spent in the twin cities and other points in Minnesota and Iowa. He reports a good time and was looking fine after his much needed rest.

We are always willing to correct mistakes, therefore take pleasure in stating that it was not the Alfalfa Palace that our genial friend "Sticky" enjoyed so thoroughly in September. Instead it was the Carnival. You see we made this little error in our last news items and being reminded by the party of the first part, we hasten to apologize and make said correction.

Mr. and Mrs. Sam Hubbard are the parents of a tiny new daughter, born to them Nov. 1. Sam is a fireman on the I & D, being on the 3 and 4 run between Murdo and Chamberlain.

Mr. and Mrs. John Penticoff are also treasuring a new baby girl. Looks pretty bad for the future of the railroad.

Engineer Bert Gardner is spending the fore part of the month on his annual hunting trip. The weather has been rather inclement in the hills country, so Bert took advantage of the fact

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St. Louis, Mo.

and came home to cast his vote in the recent election.

We regret to lose one of our estimable families this month—the Walt Hamptons. Walt has been employed in the roadmaster's office for a number of years and is now moving to Montana. We do not know whether he intends to make this his future home or not, but will for a while, anyway.

Mrs. A. A. Ricks, wife of Round House Foreman Ricks, is spending a few weeks visiting with friends and relatives in Mason City, Iowa, and the Twin Cities.

Traveling Engineer Wm. Johnston has made us a couple of visits this month. John Anderson, storekeeper, and Mr. Illiau, foreman of coal docks, were other callers from Mason City recently. Mr. Anderson was here taking inventory and Mr. Illiau came in the interests of his coal dock here.

Business has been extra good on the West I & D for the past two months. Some of the boys have been taking advantage of the rather chilly weather to hunt ducks. This part of the country can well boast of the good hunting—mallards being the particular pride.

Mrs. Bill Draeger and baby and Mrs. Martin Christensen departed on Nov. 9th for New England, North Dakota, to visit their old homes. They are both wives of Black Hills firemen.

Fireman Walter Clemens was an arrival the first part of the month from Seymour, Iowa. Walter has been laying off for quite a few months, but on account of the extra fall business was sent for. Since being here before he has become a Benedict, and his wife will join him here soon.

"Trans Missouri Gossip"

"M. F. H."

Mrs. Emil B. Johnson and small son are spending several weeks at Chippewa Falls and Minneapolis.

Chief Dispatcher F. R. Doud, of Deer Lodge, was at Moberge in November in connection with stock claim lawsuits.

W. C. Boyle has been permanently assigned to Selfridge station, Joe Paul relieving him at LaPlant.

Herman Wahl is in Chicago where he is receiving medical attention. Mrs. Wahl has joined him there and will remain until he is much better.

"Ding" Childers was at Bowman for several days recently on business. C. H. Richards, Jr., of McIntosh relieved him.

J. L. Downs spent considerable time hunting at Swan Lake this month, as did also Arnold Running and George Hilton.

Floyd Brown, who was called to Arkansas on account of the illness of his small son, has returned to work and reports the little boy much improved.

A. Sawdy, of Miles City, has been appointed derrick foreman on the Trans Missouri.

Mrs. Jas. McGuire and Mrs. J. L. Linda visited at New England recently.

Mrs. Ross Stubbart has returned from a visit with relatives and friends at New Lisbon, Wis.

Miss Zella Harris spent several days in Aberdeen during November.

Mrs. W. C. Bell, wife of Switchman W. C. Bell, passed away at her home in Moberge, after an illness of some months. Our sympathy is extended to Mr. Bell and his family at this time.

Gene Warner will spend several weeks at her home in New York and will also spend some time in Chicago. What will we do without her for so long?

C. C. Jameson, who has been stationed at Miles City, has taken a freight run and is now making Moberge his headquarters.

Chief Carpenter C. J. McCarthy, of Aberdeen, spent a few hours in Moberge on business November 8.

J. J. Foley, M. E. Randall and O. E. Bradford are much in evidence on the division looking after grain and stock cars.

On November 10, while Trainmaster Grobel was assisting in loading live stock at Reeder, he missed his hold while closing a gate in the stock yard and met with a very disagreeable accident which compelled him to give up his duties for the day. He was brought back to Moberge in the caboose of the stock train.

Signal Department Wig-Wags—Lines West
F. G. M.

A couple of weeks or so ago, our erstwhile correspondent, F. P. S. blew into the laboratory when we were looking the other way and the door happened to be unlocked, showed an envelope full of papers, notes clippings, minutes, and other data in front of us, held up his finger and said, "Sh!! Don't say a word! You're it." Now I leave it to Mr. Harding and his Cabinet whether that is a fair way to unload the Wig-wags' correspondent's job on a humble and unsuspecting fellow-workman. However, after some deliberation, we decided we might, for a time at least, have a fling at the job,—hence this attempt at flinging by a new and untutored finger.

We find the July issue of the magazine is the last containing any Wig-wag notes, therefore we are forced to go back to that month to gather up the ends left frayed and dangling by our unscrupulous predecessor.

E. I. Bates received the permanent appointment of laboratory foreman, effective August 15th.

C. C. Steed moved from chief clerk to assistant signal supervisor at Deer Lodge on September 1st. This allowed Miss Eva Hendricks to advance to chief clerk, and Pete Gorman to time-keeper.

As W. E. Dill went out with the strikers July 1st, his position of traveling maintainer was awarded to L. E. Weaver, Aug. 15th. This change made room for other moves as follows:

A. Ayres, maintainer at Easton went to Auburn; L. J. Fay, maintainer at Rockdale went to Easton; E. H. Gulberg, helper at Corfu went to Rockdale as maintainer, while Steve Rooney went on as helper at Corfu.

All the maintainers in the Deer Lodge district resumed their positions after the strike except Ringhausen at Gold Creek, whose position has been filled by C. M. Sweeney, signal storekeeper at Deer Lodge and Stage at Superior who is succeeded by Bert Olson.

In the Idaho district, the only new maintainers are S. Stanley who succeeds Bates at Warren, and F. D. Wise who displaced George Sypal at St. Maries.

To mix things up worse, our mutually esteemed Irish friend, Jim Mallanny, supervisor at Deer Lodge, resigned to accept a position with the Union Switch and Signal Co. at the Union Terminal, Chicago. He was succeeded Oct. 15th by Francis Frey (Slim) Seeburger, the aforementioned correspondent. And say, while we are on the subject, what would you think of a man who confessed himself to be feeble-minded? Careful now, don't say it aloud, for you don't know whom you might be hitting. Well, here's how. A couple of years ago, Slim confided to us that when he got to be old and infirm, he would like a job as signal supervisor, but as long as he was in possession of all his faculties, his present job (he was then inspector) would suit him better. As he has now voluntarily chosen a supervisor's job, we feel he is helping us to a better understanding of the well known phrase, "an old man in dotage".

Supervisor Allen's crew of six men, who have been installing gas-weld bonds on the Tacoma Joint Line, is now reduced to two men Biddle and Loftin. It is now thought unlikely that the work of overhauling the Black River Junction plant will be begun before the first of the year.

R. F. Tyler, F. F. Seeburger and C. C. Steed are now engaged in going over the Rocky Mountain Division, motoring up and down, as it were, testing for possible jammed circuits.

Lastly we have a successful hunting trip to report. Mr. Smith, Mr. Allen, Curt Milns and Fred Schweighart, shouldered their old shooting irons in the vicinity of Kittitas this week, and induced quite a bevy of Chinese and Hungarian pheasants to turn over and descend. There seems to be some question as to whether they got less or more than the law allows, but it is generally agreed there would be no question about it, if Ed's gun had not jammed at a critical moment.

Illinois Division
Mabel Johnson

We wish to include in our write-up this month a belated item which deserves mention in "big-

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type"—the marriage of our venerable master mechanic, P. L. Mullen, to Miss Bess Grant, which occurred at El Reno, Oklahoma, June 25. Mrs. Mullen is not a real stranger to us, being the daughter of former Chief Carpenter D. C. Grant; having received her education in the Savanna schools, later entering the Presbyterian hospital at Chicago for training; and for the past few years has been in hospital work at Oklahoma City, Oklahoma. Mr. and Mrs. Mullen went on a wedding trip to Kansas City and other points, returning to Savanna, where they will make their home. Heartiest congratulations and best wishes are extended to them from the division, for a long and happy wedded life.

We are pleased to learn that Conductor N. E. Winslow, who has been ill for quite some time, is able to be up and around, and is looking forward to again returning to the division for duty.

Miss Mary Ellen Craig, stenographer to R. H. F. Mr. Slater at the roundhouse office, resigned her position recently to leave with her folks for Alhambra, California. Miss Craig has been with the company for five years, and will be greatly missed at the roundhouse office. A number of farewell parties were held in her honor, and she leaves with the very best wishes for her future success by all those who knew her. The shop crafts presented her with a beautiful traveling bag as a remembrance from the Savanna employees.

We were pleased to receive a call from Conductor James Gray and Brakeman F. L. Deering recently. They both enjoy visiting with former co-workers, and their occasional appearance on the division is appreciated.

Friends of Machinist Paul Hammerstein will be pleased to learn that he is able to again be on duty at the Savanna roundhouse, after an illness account injury a long time ago.

Mrs. F. L. Murphy, wife of Conductor Murphy, visited in Savanna recently at the home of her sister, Mrs. Ed. Young.

Deepest sympathy is extended to General Car Foreman J. M. Linehan, of Savanna, account the sudden death of his mother which occurred at Milwaukee, Wis., the middle of October. Mr. Linehan was spending his vacation at his home in Milwaukee at the time of his mother's passing away.

Milwaukee Harvest Party

The C. M. & St. P. officials and clerical forces at Savanna held a "Harvest Party" at the Odd Fellow hall, November 14, which proved to be a pronounced success and one long to be remembered by the Savanna Milwaukee office family. It was in the form of a masque party, and many comic as well as pretty costumes were seen. About eighty-five members were in attendance. Card pumpkins were handed out at the door, bearing the following: "No introduction needed. My friends call me..... My name is....." which broke the immediate quietude of the mask members as well as those not masked, and proved a ready help in making everyone acquainted with everyone. At last, the density of the evening's weirdness was brought to a climax with the on-Klan, composed of nine members of the offices, all garbed and led by the Imperial Wizard, Trainmaster C. F. Urbutt, who instituted proceedings to tar and feather a very troublesome clown, who proved to be our recent bridegroom, Paul Mullen. At ten-thirty partners unmasked, at which time colored balloons were handed out as favors. This made a very striking and pretty effect. If it had not been for these "toys" our roadmaster, J. R. O'Connor, would have missed half the pleasure of the evening—"what possibilities a little pin doth hold," and how loudly those balloons did crack! At 11:00 o'clock a two-course luncheon was served by Chef de Gydeson. Dancing was enjoyed throughout the evening, the Savanna melody boys furnishing the music. Favorable comments were heard on every hand endorsing the huge success of the party, and being the first of its kind held in Savanna, much credit is due to the committee for their efforts.

C. E. Osburn, section foreman at Mt. Carroll, is running extra gang No. 6.

Clarence Hanover was an Elgin visitor on October 20, and he disappeared suddenly. Where did you go, Clarence?

Missoula Misgivings
G. L.

Asst. Superintendent T. J. Hamilton and family returned from vacation the first of November. Trainmaster Black who was relieving at Avery during the absence of Mr. Hamilton, has returned to Deer Lodge.

Yard Clerk Harold Zimmerman is on leave of absence, visiting relatives and friends in Kentucky.

Conductor "Brick" Fullerton, in the hospital at Missoula, is reported doing nicely.

Who is it that always says "One Bean Now?" Ask any of the Missoula Division boys, especially Ed Breeden.

Say, Ban, we're sorry now that we didn't make you an even swap on machines, as the other day when we were pulling over a draw bar report at a speed of about four miles an hour, the carburetor fell out of it, and we lost about four inches off the wheel base to boot. Same is now at Tiffany's undergoing heavy repairs.

Conductor Jerry Baker, candidate for Sheriff in Mineral county, lost out by a narrow margin. Better luck next time, Jerry.

Dr. J. B. Tyrrell, Association Surgeon, has been assigned to Avery.

Allie Gouyd went hunting the other day with a sawed off pea-shooter and he says all he got was sore feet and all in.

Victor Craig, Yard Clerk, who is attending school in Ellensburg, is visiting here for a few days.

SAVE IT FOR THE MINSTRELS

Pete: Have some venison?
George: I dont need the doe, so I pass the buck.

S. M. (West) Notes
Ray H. Hoffmann

Billy Hamilton and wife left Madison, Oct. 17th, for Columbus, Mont. where they will visit relatives of Mr. Hamilton. We are expecting to hear some "Wild West" stories when "Billy" gets back to Madison.

No. 211 Passenger between Madison and Bristol carried a 500 lb. male passenger on Oct. 17th. He could just barely squeeze him-self into a double seat. No wonder the Rail-roads are not making any profit.

F. B. Easton, Station Agent at Bradley So. Dak., has a pair of boys that will make Jack Dempsey step lively to keep his championship within a few years. Ye Scribe saw them both in action while at Bradley recently and will say, they are whirl-winds.

Rollo Westby, section laborer, on the Wentworth section had the misfortune to break his arm on Oct. 12th., Rollo is an A No. 1 Section Laborer and we hope to see him back on his regular job in due time.

John Wolf, section laborer at Fulda has been granted a leave of absence and will visit his daughter in Chicago.

While at Aberdeen recently, Ye Scribe had the pleasure of making the acquaintance of Roadmasters Clerk Wm. Henzlik. Pleased to meet you brother Clerk.

Engineer John Crow on No. 211 as well as the entire train crew are to be congratulated on the run they made between Madison and Bristol on Oct. 17th. No. 211 left Madison 40 minutes late and arrived at Bristol on time as usual. Ye scribe lost but a new \$3.00 cap, so considered him-self lucky. Any-body wishing for more particulars should inquire of the Agent at Erwin or Condr. Dan Lawler.

Section Foreman Richard Hotzler of Bradley is getting to be quite a duck hunter. Roadmaster J. S. Healy, and family enjoyed a duck dinner, recently, the ducks being furnished by Richard.

Anybody intending to spend a few weeks duck hunting next season should come out to the S. M. West and hunt on the M. & B. Line between Lake Preston and Bristol. We assure you that you will be well awarded with plentiful ducks for your efforts.

A newcomer to the S. M. West is A. C. Anderson, relief agent at Junius So. Dak. Former agent F. R. Hartwig has gone to Good Thunder Minn. to become agent at that place.

A new addition to the Madison station force is Geo. Bale, transfer platform man. Glad to have you with us.

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A. J. Starks, chief dispatcher, at Madison has returned from a week's vacation spent at his home in Illinois.

Claude Williams, dispatcher from the Aberdeen office is at present relief dispatcher at the Madison office.

The employees of the S. M. West take this opportunity to wish every other employee of the great "Milwaukee" a Merry Xmas and a most joyous and prosperous New Year.

Terre Haute Division

Roberta Bah

The employees of this company at Hulman street entertained with a farewell party Thursday evening, October 19, in honor of Frank A. Shoulty, car foreman at Terre Haute, who has been promoted to general car foreman at Dubuque, Iowa. A delicious six course dinner was served. The evening was spent in dancing, the music being furnished by the band "that made Milwaukee famous." Also, C. W. Pearce and M. M. Dick demonstrated some of the latest steps. C. R. Patton gave an illustrated lecture on the newest fads in hair dressing for men. Agnes M. Dede caused a great deal of excitement when caught standing under the mistletoe.

Mr. Shoulty was presented with a beautiful leather traveling bag.

Those present were: Bertha Brockman, Alice Church, Catherine Pfeiffer, Frances Bartlett, Inez Hudson, Martha Swanson, Joseph McMahon, Mr. and Mrs. Aaron Wright, C. W. Pearce, James Steed, Sam Amott, Flossie Waggoner, Ethel Dick, Agnes Dede, Elmer Sparks, G. F. Verdeyen, Car-

sen K. Moorhead, Frank Garlin, Tom Boleman, Wm. Hess, C. R. Patton, H. O. Flood, Wm. Cogswell, A. H. Austin, C. Carnarius, M. M. Dick, Ovid Humble, Mr. and Mrs. Shoulty, Hugh Adair, and G. E. Passage.

Since the assistant division accountant is on leave of absence, a certain young lady in the division master mechanics office is feeling lonesome and blue, but cheer up, Catherine, school won't last long and he will be coming home to you.

We are all hoping and praying that Santa Claus will bring Alice Church, stenographer in division master mechanics office, an engagement book for Christmas so she will be able to keep her appointments.

Mr. and Mrs. R. M. Blackwell entertained the girls of the store, car, and locomotive departments with a delicious six o'clock dinner November 15. We all realize now why Mr. Blackwell likes to eat.

M. H. Donoho, roundhouse foreman at West Clinton, is the proud owner of a new Dodge touring car. From all reports we hear he is a very good driver.

Clarence Carnarius, formerly chief clerk to D. G. C. P., has been promoted to position as chief clerk to Mr. Juncan, M. C. B. at Milwaukee. We all wish him the best success.

R. W. Anderson, superintendent motive power, J. E. Bjorkholm, assistant superintendent of motive power, and J. J. Crowley, chief electrician, visited the Terre Haute division November 8 and 9.

The new power plant at West Clinton is in operation and the machine shop building is practically finished and installation of machinery is



My name is Mary Jane. I can walk and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want to play with little girls and you can get me free if you write Cousin Carrie.

OVER A FOOT TALL

Big Doll Given

*She Walks—She Goes to Sleep
She Cries—She Winks Her Eye
and She Won't Break if You Drop Her*

I want to send a real big Dolly to every little girl who reads this paper. Write me at once if you want the finest Dolly you ever saw, and she won't cost you a cent.

Her name is Mary Jane, and here is her picture. She is just the sweetest and dearest Dolly you ever saw. The girls love her so much! I know you will love her, too. I will send her to you with knitted cap and dressed in a cunning little romper suit to play in. You can take the suit off and put on a dress for parties. She has cute little shoes and stockings. Her hair is stylishly bobbed and you can comb it and fix it.

Mary Jane is quite grown up as she is over a foot tall when she stands up. She can cry just like a real live baby. But, mostly, she is a good Dolly and will wink her pretty eyes when you want her to, and go to sleep when you lay her down. Most wonderful of all, she really walks. An ingenious invention makes her step right out and move her legs. If she drops by accident, don't worry, she won't break, and her eyes won't drop out.

Solve This Puzzle

Can you make out the two words spelled by the numbers in the squares to the right? The alphabet is numbered: A is 1, B is 2, etc.

4 is the letter D. What are the two words?

4	15	12	12	25
7	9	22	5	14

Send No Money

Just write the two words and send them to us and we will send our big Free Dolly Offer. Every reader of this paper can have Mary Jane and she will not cost you a penny. Be first in your neighborhood. Send answer today.

Cousin Carrie

149 W. Ohio St., Dept. 1040 Chicago, Ill. P. S. If you write me at once I have an extra surprise that will make you glad, and it is in addition to the Big Doll Offer. I want to hear from everyone—girls, big and little, and mothers, too.

begun. Terre Haute division is very proud of the improvements at West Clinton.

There is a noticeable improvement in having Miss Bertha Brockman back at Terre Haute roundhouse as clerk, and the locomotive department wants her to feel that she is very welcome.

West Clinton, TH.—Div.

Now that the election is over we are gradually getting back to normal.

Night yard master W. G. Pate was off the first of the month, and Conductor E. B. Braden relieved him. It was like old times to have this old rail with us again.

Our record clerk Clarence Fulwider left us on the 11th, to take a position in the superintendent's office, but was back with us on the 12th. He says West Clinton is the best place to work after all.

Wallace Kirkman, formerly a bill clerk at Lafta, has bid in first trick record job here, and came the first of the month. "Jug" is well known here, as he worked here several years ago.

Agent M. H. McCandless and Yard Master Guy Kofley attended court at Newport the tenth of the month.

M. C. Farris, local agent at Terre Haute attended the safety meeting here the tenth.

Among the new clerks who have drifted in is Arthur Raynes. He is a good scout.

The round house is doing its part in furnishing the engines to keep the freight moving. This department deserves special mention for the good work they are doing.

Everything is going along so nicely that Assistant yard master, Geo. Lundwall says he hasn't any trouble at all any more in making up the "Efficiency" report.

The car department, under the direction of George Leutz, seems to be doing its best in repairing the bad orders, and helping the car situation.

H. E. Hopewell has consented to furnish next month's news, and he says what he means it will be news too.

Idaho Division R. C. P.

Patrick H. Murnane, agent at Blueside, submitted "short" report form 1484 to our editor, covering shipment billed from Sweden to Spokane, consisting of one correspondent, stating no articles received recently; shortage being due to junctions not thinking it worth while to transfer said shipment.

Consignee however refuses to put in claim for shortage, so why should Pat worry? Especially since he shows the approximate value as nil. He also declares that the car was not made empty at his station. 'Twas always empty and never had any fastenings; and is grateful to his maker for not checking over any similar freight.

Grateful he should be. Very grateful.

The trouble with Pat is that he holds a grudge too long. He can't forget my refusing to associate with him when he was in the city spending a vacation some time ago, but Gosh! What would all my swell friends have thought? A fellow has to be a little careful about who he is seen with. Pat should be more reasonable.

The correspondent has been found. Also a few items. If all concerned will make a careful search for the balance of the items and send them in, perhaps Mr. Murnane will find a little peace in his dark soul.

Don Hays, of superintendent's office, is on a five weeks' vacation in Louisiana where he says the duck hunting is best.

E. F. Watersrat, roundhouse foreman, Malden, is away on vacation. Miss Janet Brown, roundhouse clerk, is returning to Malsone to work. She will be relieved temporarily by Mrs. Jas. McBride, who was Miss Margaret Keron.

Miss Cecil Johnson, cashier Malden, has gone to Los Angeles where she will spend a couple of months if she doesn't go broke before that time. B. F. Nave, perishable fruit inspector, has been transferred to Seattle. He has been relieved by R. L. Larson, formerly of Orhelo.

Lineman H. S. Montgomery is visiting friends in Malden. Lineman O. W. Olson is planning on making a trip to Europe next spring. Planning this trip has been his favorite indoor winter sport for the past ten years.

Fred Nagel dropped in on us the other day

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and reports having been married recently. He was looking fine and happy so married life apparently agrees with him.

Mr. and Mrs. F. J. Washburn have returned from Portage, Wis., and Fred is back on the job again. He didn't drive his car east this time. Must have had his doubts about getting there and back if he tried it.

Conductor Duell and Engineer Mead have bid in the log-pick-up run on the Elk River line, working from Elk River east. Who ever heard of either of these men on this line? They are liable to get lost on one of the many logging roads which feed this line.

Met Miss Cleora Felton, roadmaster's clerk, and Miss Bessie Rocek, chief carpenter's clerk, both of St. Maries, up town the other evening. I was very much embarrassed. You see Miss Rocek owes me four dollars and you know how a fellow feels talking with some one who owes you money and won't pay.

Slim Clizer has not been seen around the office much lately. On investigating find he has purchased a new home and now has to work like the rest of us.

One of our city dailies recently reported the marriage of F. M. Sewer, agent Usk, and Miss Mary Morton of that point. The boys had to congratulate Mr. Sewer of course, and incidentally kid him about the misprint. Don't anybody ask Frank "whats in a name." He says he doesn't know whether he is married or not since his certificate reads that way too. Fred Hart, at Rathdrum says it's only a natural result of Frank having asked the preacher into the cellar before the ceremony.

I was told I'd be shot if I mentioned this. Pat Murnane says I'll be shot if I don't. Pat sizes up as the most vicious, so I mention it.

John Wall, our illustrious inland empire golf champion, has taken up quarters in the Spokane freight office and from all indications his indoor sport will be pounding the keys as expense clerk this winter.

Zelda M. Case has been assigned to the position of mechanical clerk in Superintendent Hill's office; this position was formerly held by Billie Gerlings. Billie has moved to Los Angeles.

Agent W. W. Cutler is in a cloud of cigar smoke these days; with a boomer crop of fruit and grain on hand he lacks the where-with to get it to the market.

P. T. O'Neill, master mechanic, has moved to Spokane from Spirit Lake, for the winter. He recently built a very beautiful home in Spokane.

Chief Carpenter Launing has a large crew at work painting the steel viaduct (EE-132) at Spokane. The last word in steel painting, the compressed air paint gun, is being used and Foreman Warn with a double crew is making a good showing.

Twin City Terminals Molly "O"

We are wondering why Miss Mudkren is so prompt in calling lower yard for Newport these days.

August Johnson, our genial information man, was at home for a couple days fighting off an attack of pneumonia.

General Ticket Agent G. W. McMillan, accompanied by Mrs. McMillan, has gone to Savannah, Georgia, to attend the Ticket Agents' convention, after which he will continue his journey to Jacksonville and Miami, Florida. Before returning Mr. McMillan will take a trip to Havana, Cuba. J. A. Chandler, general city ticket agent, is in charge during Mr. McMillan's absence.

Harry McCall announces the arrival of a 9½ lb. son and heir who will be known as Harry Junior.

Train Announcer Joe Kilgriff has returned from a three weeks' trip to Chicago where he was summoned by the advertising department to take part in the "Honeymoon Express" which was being featured at several of the leading theatres in that city. Joe is becoming famous all over the northwest for his wonderful "calling". But we are always glad when he returns as we are afraid he will be vamped by some of those movie girls.

Miss Emma Faldet has joined the engineering

department force as stenographer in place of Miss Hannah Lokken whose wedding takes place before the holidays.

Judging from the diamonds that are being flashed around the station lately, the wedding bells are likely to be kept ringing quite steadily—Alvira thinks hers is quite the nicest ever and we all agreed with her, but then we hadn't had a chance to see Marie Quinn's.

R. F. Alterton has returned from a brief trip to San Francisco and other Pacific coast points.

Wm. Ryan, chief clerk in Special Agent Daugherty's office is spending a few days of his vacation in the hospital where he underwent a minor operation on his throat.

Do not understand what the great attraction is on Lake street but Assistant Baggage Agent Davis seems to be spending a lot of time there.

Cleve Smith is having a little trouble with his car, but we advise him not to leave it in the park again or the squirrels may carry it away.

Frank DeTuncq says he is getting tired of that mush diet.

Ben Webster is not doing very well at football but he expects to improve before baseball season opens again.

John Grover, of U. S. mail room, was married last month and the boys gave him a wedding present, but he does not seem to want to take it home.

Miss Ethel McNeil, the steno in the baggage office is on a trip to the Pacific Coast and her work is being taken care of by Miss Esther Norman.

E. E. Borrer of speeling car department seems to be having some difficulty with Breezy Johnson who is trying to sell tickets on a plow. We think Johnson would make a good farmer so he had better keep it himself.

Baggage Clerk William Potter has just returned from an extended trip through England, Scotland and Wales. Declares he had a wonderful trip but failed to sample any of that famous "half and half". Jay Behnke wonders why he made the trip at all.

Jay Behnke went on a squirrel hunting trip to New Ulm but as he wore the red tie he got Christmas he was unable to locate any squirrels.

Chas. E. Gee, formerly mail clerk in this station but now of New Castle, Pa. took the fatal leap November 1st, and was married to Miss Ruth E. Colnot. We all join in wishing him happiness and prosperity.

The sympathy of all is extended to Chief Clerk F. E. Quirk, whose uncle, Frank Quirk, passed away November 8th. Burial was in the old home town of Galeva: Ill.

Rail Rumlings From St. Paul

"By Allen"

As the time for Thanksgiving Day nears does it not remind one of that little verse we all recited in the good old school days which read something like this "Over the river and through the wood to grandmother's house we go, the horse knows the way to carry the sleigh, through the white and drifted snow" etc.

Miss Borndale gave another piano recital at Dyers Auditorium recently. Birdie is rapidly becoming one of St. Paul's leading pianists, as well as a soloist.

We have heard much of dumbbells but Alec McCool says that the super dumbbell is the fellow who thought that the Kentucky Derby was a hat.

Sometimes it's all in the name, at least Arthur Peterson says so. He says after spending a Saturday night on "Payne" avenue he felt it the next day.

Ben Hultman, former cashier here and now traveling auditor, has resumed his duties on the road after a severe illness. Ben's wonderful fighting spirit alone saved him. Ben, we certainly are glad to see you on the road to a complete recovery.

Although valiant service was given by many during the recent labor troubles everybody will have to take their hats off to Mr. Smith round house foreman. He worked from early morn to late at night to keep things running. He was here and there on the job every minute and he certainly should not be overlooked when giving out credit for keeping the wheels of commerce

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SAINT LOUIS

in motion during those strenuous months of July to September.

Another big industry is being added to our Macalester switching district. The St. Paul Casket Company is building a modern plant there.

Another new face in the freight office is George Quinlan, who succeeded Eddie Morehead, who resigned. Welcome, George.

Well, go easy on that turkey and that plum pudding because if you don't you know— It's hard sometimes to practice what one preaches but I'll try, gosh darn it: I'll try.

Heard Above the Air-Hammer's Rat-A-Tat-Tat at Bedford Shops

By Red

Xmas gift. We said it first.

Dan Cupid has been the busy boy 'round these diggings lately. Result, Machinist John Trueblood, Pipefitter Harry Banta and Car Repairers Grover Alumbaugh and Enoch Lively are now engaged in obtaining first-hand information as to whether or not two can live as cheaply as one. Three cheers and a tiger, boys. Yep, we always cheer a heroic act, you know.

Another of these serious accidents which usually happens when a motorist sees a train coming but tries to beat it over the crossing, occurred here Saturday, Oct. 28th. Conductor Homer Roberts was riding on the rear foot-board while his engine was backing down the Belt to the Oolitic quarries when George Hatfield attempted to make the crossing ahead of them in his Ford. The engine struck the Ford, doing but little damage nor was Hatfield injured beyond a few scratches but Conductor Roberts was knocked off the foot-board, falling across the rails, the engine passing over both his legs, just above the ankles. He was placed on the engine and rushed to the depot and an ambulance hurried him to the city hospital where the legs were amputated. He is expected now to recover.

Red rises to remark that it tickles him pink to introduce to you—Emery, Jr., who arrived safe and sound, Oct. 3rd. Some boy.

Miss Haverly, stenographer in General Foreman French's office, has gone to Ol' Kaintuck' to spend her vacation. We hope she captures two or three moonshine plants while she's down there and brings the evidence back with her.

Boiler Foreman Kramer is another busy lad around here, what with looking after the boiler shop work and acting as roundhouse foreman too. But you don't notice many engine delays out of here, do you?

One of the high-brow churches in New York City once sent their pastor way out into the sticks to rest and recuperate. It happened that there was a small church near where he and his small son were staying and no sooner did the natives learn the gentleman's calling than they began begging him to preach for them the following Sunday, they having no regular minister but depending upon itinerant preachers. The minister refused at first, saying it would not be fair to his congregation, but so persistent were the pleas that finally he agreed to preach to them on the Sabbath day. Whereupon they informed him that they always placed the collection box near the door and that the offering of the day was given to the preacher as his salary. The minister and his son were late in arriving and as they passed the contribution box the good man took a half dollar out of his pocket, and being careful that the people should all see the denomination he dropped it into the box. At the close of a splendid sermon one of the deacons passed the box around to all the people and then brought it forward and presented it to the minister as an expression of their thanks for his discourse. The minister accepted the box, unlocked it and holding it up in plain view, poured out into his hand—one half-dollar. The minister and his son left the church house and neither spoke for several minutes. Finally "Dad," said the boy, "Yes, son," answered the father. "If you'd've put in more you'd've got out more, wouldn't you?"

And it's exactly the same way with our magazine. If we'll put in more we'll get out more. So come on now and let us know all the news. Thank you.

M. C. B. Gossip

"Lee"

Lately changes came so thick and fast That many wondered how long they'd last. First of all we have a new Chief Clerk Who came from Terre Haute to supervise our work,

Mr. Carnarius, you are welcome indeed, And with our co-operation you are sure to succeed. And now I want to welcome the new members on our force,

I hope that in joining us, they'll ne'er feel remorse. Mr. Archie Sell is the new pricer, And Miss Gladys Bradley just couldn't be nicer. I haven't heard what work Herbert Wible is to do, But then we know the Wibles are always true blue.

Irwin Weber was assigned to Historical Record work,

While August Gehl is the new mail clerk. And have you seen Frank Jubay's winning smile, I just hope we have it with us for a long, long while.

Walter Czakowski and Emil Polacheck returned to the fold

I'm sure they know they're welcome without being told.

SPECIAL NOTICE: A bowling league is being organized in the M. C. B. and M. E. Offices under the direction of Bill Stark and Tony Neumann, who expect to enroll a goodly number of handsome bowlers. We do not expect the scores to be as handsome as the bowlers but outside of that we have several bowlers of the two hundred class although no names will be mentioned. The scores alone can tell. At the present time no alleys have been selected and we have not been able to bowl that naughty hook. The scores will be published in the magazine. All bowlers kindly sit up and take notice.

Walter Stark was taken ill suddenly and had to undergo an operation which proved to be rather serious. He has not been able to return to the office but from all reports, I understand he is getting along splendidly, and I hope that by the time these notes are printed he will be back at his desk again.

I want to extend the office congratulations to Arlington Beutow, Clarence Feltes, Herman Klatt, and Francis X. Anzia on their recent promotions. Keep it up boys, every bit helps.

Norman Fuller did foot-ball play, On a warm and sunny day, He sprained his thumb, In making things hum,

Now his thumb always gets in the way. The office is being attacked by an epidemic of mustacheitis. This little bug first stung Donald Cleary and then Steve Filut and Bert McNeil appeared with a shadow on their upper lips. Bert McNeil has had great success, but I have my doubts as to the color of Steve's would-be mustache. I really believe it is going to be of a pinkish hue.

During the last month Bob Shand left the office and we miss him a good deal for he has worked here for about six years. However, we hope he has the best of luck in whatever he sets out to do.

Well all you beauty seekers here is a piece of welcome news, Josephine Sweeney will really open the much talked of Beauty Parlor, which we all considered more or less of a joke. She has left the service of the company to take a rest, after which she is going to start her little shop. Best of luck, Joe, and may your shop be a big success.

News from the Connecting Link

Elizabeth

Several days ago the entire force was greatly disturbed, for Mr. Schmitz was seen walking back and forth on the driveway as though he had lost his last friend. Later Mr. Schmitz was seen smiling again. He had not found "his last friend" but he had been able to replace it. You see what Mr. Schmitz really lost was not "his last friend" but the top to his gas tank.

Mr. Cook, chief dispatcher, has returned from his vacation. He surely did not spend his time of rest "getting thin to music."

Mr. Mohr, our agent, certainly makes good use of his new car. Every evening he may be seen taking the ladies, and occasionally a man, into town.

H. L. Miller took a trip to Delmar. From appearances Mr. Miller must have stood on the top

of the box cars and called to each farmer asking him whether or not he had butter and eggs for sale. Evidently Mr. Miller's enchanting manners affected the farmers the same way they do us, for he returned with two jars of butter and a case of eggs.

Mr. Einarson has been transferred to the Dubuque division. Mr. Bates is taking Mr. Einarson's place.

J. P. Balbinot has joined us in the capacity of relief dispatcher and clerk. Mr. Balbinot brings an added attraction to the C. M. & G. in so far as he is a very accomplished singer.

After observing all the admiration and respect Mr. Swanson, the roadmaster, commands, Mr. Humiston has decided to follow in his foot-steps. He is raising a mustache similar to Mr. Swanson's with the hopes that he too will be treated with awe and due respect. The mustache in question has a better start than the last one. We can not understand why it is that such a trivial thing as Mr. Swanson's mustache should have such great influence, even over Hummie.

Conductor Bloom has anyone ever told you you could pitch horse shoes? Judging from your performance of a few days ago I imagine you have as much chance of winning as Andy Gump has of going to congress. Here we feel in duty bound to state that Conductor Bloom has a rival, his is not the only noted character that we may compare with the folks in the Comic Paper. Chet is similar to Casper, in one respect, he had a package he intended to mail. After he had succeeded with greatest of difficulty in doing up the package nicely he remembered that the address was inside.

Connie Swanson, the roadmaster's clerk, had an opportunity of showing what he was made of yesterday, and we all realize now that we have not over-rated Connie's abilities. When returning from Mounce on a motor-car Connie discovered that the Peatone Trussell was on fire. Through his activities the fire was extinguished without any damage to the trussell.

We handled the American Steel & Wire Company's Special, Patriot, from Aurora to Dekalb and return.

Drippings From the Ice Bunkers *Spud Bar*

The last item in the November notes evidently was the reason why there is no mention made of the office crew this time. Even tho we did not mention any names, we think we made a ten-strike.

A. H. Waskow, of Bensenville, was gallivanting on lines west recently and was so busy looking for cowboys and wild Indians that he failed to get in touch with his friends. Possibly next trip he will be all caught up and find time to look us up.

B. F. Nave, formerly of Maiden, is now wearing out shoe leather on the water front at Seattle.

When things become gloomy and recollections come back to us the famous B-ville baud of former days is a revelation.

Coffee and doughnut signs makes us think of O. E. Bradford. Wonder why?

Bert Brandt, while in the act of ironing a shirt, received a call from the yard to go and attend to some perishable freight. In his haste he left said electric iron turned on and result was a young lady received a new electric iron and the landlady a new ironing board, all at the expense of "Absentminded Bert."

Since we made no intimation in our last item this time, which might reflect on our assistant scribe, possibly there will be some news from headquarters for the next issue.

Dubuque Shop Jingles *"Oogie"*

Our Pegg is back, we hope to stay—was a regular Finnegan for a while; she limps around like an old war horse, but we love her cheery smile.

Margaret Hermansader spent a few days in Minneapolis visiting her father, E. Z. Hermansader. Margaret says she likes the city well, but the names of the streets she couldn't just tell. (M. evidently got lost.)

Harold is sad as he can be, and the reason is very plain to see—cause your sweetie turned you down don't cry, you'll get another as sweet, bye and bye.

Herb U. had a cough that was really quite

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serious, got scered and he tried cures that were quite various; but the cure that did the work O. K. has made all of the girls say hip! hooray! (It has quite a national reputation.)

A host of friends sprized Clara B on her very latest last birthday—and the gifts that she got were a plenty to see—the evening was spent quite merrily.

Boiler Shop Clerk Leroy Hall's marriage to Miss Ann Cooley, of our city, will take place in the very near future (this announcement is official.) Leroy, old boy, good luck to you—may your joys be many and your tears be few.

We are glad to state that General Foreman Fernstrom is "back on the job" once more, having recovered from his severe accident. Frank sez that now he'll be good forever and ever—cause heat he wants no more, not never.

Our old friend "Buck" Kolbe is back on the division. He's changed his style of engine; the one he drove all summer was all right on the street, but missed his gang so doggone much, came back just for a treat.

Blacksmith Foreman Graff and wife are spending their "second" honeymoon in Madison—the "mythical twins" remain at home.

Each year, it seems, at a certain time wedding bells do threat to ring, for a little girl who "sticks round here"; but a wedding the threat don't bring? ? ?

Have you seen the latest in fall hats? Ladies? My goodness no—it's the men that set the styles you bet—and such beautiful colors show.

Our traveling engineer sez he allus knew that pigs was pigs, but has found that ducks is ducks; 'tis a sad sad tale for a meal was lost, and S. E. said "Oh shucks."

La Crosse Division

C. W. Vetsier

It is said, on more or less reliable authority, that our old friend Roadmaster John Kelly, who has been with us for a great number of years, is contemplating seriously taking up missionary work. Recent investigations made by Mr. Kelly have filled him with a burning desire to enlist himself in the enlightening of the poor uncultured savages. We envy him his new avocation.

Engineer Sam Cadman has been laying off for the past two weeks trying to learn to drive his new Dodge car. Looks as though he will be off all winter.

A shower was held at the home of Miss Lillian Yache, in honor of Miss Dorothy Hildebrandt, who is to be the bride of our Fireman Charlie Woodman, of Portage.

Wm. Colton, boiler maker helper in the Portage round house, sustained very severe injuries when a fire of an engine struck him. Bill sure has our sympathy.

Engineers Robertshaw, Monteith and J. J. Little have been duck hunting at Lake Preston, So. Dak. The ducks must have been very plentiful because an extra baggage car was necessary to ship them home.

Fireman Tessman, Cole and Helper Blank, returned from Waubay, So. Dak., with fifty ducks apiece. Wonder why they burned them when they got home.

Here is an efficiency record that can't be beaten. On October 25th in a 24-hour period the La Crosse terminal handled 3050 cars at an average cost per car of only 14 cents. And for the week October 23 to 29th they handled a total of 19935 cars at an average cost of only 15 cents per car. This efficiency is not only practiced once in a while but just accidentally looking over the records for the first 5 days in the month of November they handled 14045 cars at an average cost of only 15 cents per car. This terminal works 12 engines except Sundays when only 11 are used. Good work, Bill and Nick.

We understand Adjuster E. J. Seofield is to be transferred to the Milwaukee terminal as assistant district adjuster to Mr. W. A. Hinsey. The promotion came with no surprise to Eddie's many friends and they all wish him the best of luck in his new position.

Former Trainmaster W. G. Bowen spent a few days visiting in Milwaukee recently. Guy spent a few hours in the depot visiting with all the boys telling them about the railroad out around Perry, where Guy is now located.

Every one was glad to see Art Finegan, our agent, back on the job after being off all summer looking after his hotel. Of course "Peggy" Learmouth will feel a bit upset at losing his official title which he enjoyed during Art's absence.

Ray Long, the jovial west end conductor, could resist no longer so hid himself and his trusty gun to Dakota. Last report he was enjoying himself immensely.

Joe Rieber, 3rd trick operator at Raymore, had the misfortune of smashing his finger while fixing his Ford. You never can tell what one of those pesky things will do.

Brakeman Ted Owens recently joined the benedicts. Mr. and Mrs. Owens have left for the south on their honeymoon.

Miss Helen Lashier, clerk Tomah shops, attended the dairy show held in the State Fair grounds at Minneapolis on October 13th and 14th. Helen reports a wonderful time, including drinking of such sweet milk and eating cheese sandwiches. Understand a very fine looking and popular young man from La Crosse accompanied her. Helen now has a great desire for the Twin Cities and wishes a dairy show would be held often.

Mr. Costello, warehouse foreman of the Tomah shops, is the proud father of a little baby daughter and the cigars were passed on October 11th. Tom says that one of the most enjoyable things in connection with the new arrival is that he performed all the feminine duties around the household, it being house-cleaning time.

Round House Foreman Frank Sheehan recently paid Milwaukee a visit. Frank gave all the high buildings the once-over, took in a movie and bought a new sewing machine.

Mrs. A. M. Killian, wife of Chief Dispatcher Killian, submitted to an operation at St. Joseph's hospital in Milwaukee on Oct. 27th. We are very pleased to report that Mrs. Killian is rapidly recovering and will be able to return home in the near future.

Mr. Claire Capron, assistant timekeeper in superintendent's office at Portage, has taken up a course of study at Lawrence College, Appleton. While most of this work is done by correspondence, still it appears it is necessary for Claire to make semi-monthly trips to Appleton for examinations, etc. Judging from the smile he has been wearing since he returned last week his credits are all up to standard.

C. F. Miller, chief timekeeper, spent a few days in Milwaukee recently.

Miss Lucille Stowell, of the superintendent's office, spent a week at West Baden Ind. and when returning on the morning of Oct. 16th had the thrilling experience of being in a train wreck. A Monon route train on which she was a passenger, derailed near Dyer, Ind., all the cars in the train being torn from their trucks and deposited on the ground. Miss Stowell happily escaped injury and was able to catch another train into Chicago which brought her home on schedule time.

Oscar Munske of the dispatching force at Portage has purchased a benzine rattle of the species commonly known as a "Ford". However, we are advised that no one (at least none of the girls) has had the pleasure of riding in it. The girls are all hoping to get at least one ride before Oscar hangs it up in the attic for the winter.

Notes from the Local Office, Tacoma R. R. T.

F. J. Alleman, our popular agent and Mrs. Alleman were suddenly called east on October 18th and left on No. 18 that day. The sad occasion was the news of the death of J. R. Alleman, Mr. Alleman's youngest brother. Mr. and Mrs. Alleman will be gone for the better part of a month. In the meanwhile Ralph Bement, assistant agent, is doing double duty in running the station and is succeeding as efficiently as usual.

Bob Shipley, our handsome and rotund chief delivery clerk, is away in the East on a month's vacation, at Cross Plains, Wisconsin, where Bob learned the railroading game under his father who was agent at that station for many years. We were rather suspicious about this trip, but from personal inspection we can certify that his pass read only for Bob, not for "Mr. and Mrs."

During Bob's absence Mr. Howard M. Baldwin

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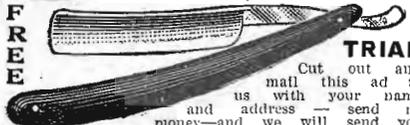
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was in charge of the deliveries until he was laid up by a painful accident. October 24th he was checking the loading of some cars at the Smelter and in assisting in closing a refractory car door he had the misfortune to have a finger caught and badly crushed.

"Scotty" Keat, the popular assistant warehouse foreman in charge of export at dock two is now superintending deliveries at the local freight house, at least between steamers. However, we hardly knew him when he first showed up here, as he had surreptitiously shaved off his famous mustache and invested in a new set of store teeth both of which improvements make him look ten years younger.

Tom Dolle, our newlywed demurrage clerk, had a bad fright the other day when he, the only member of the Dolle family in Tacoma at the time, received the entirely unexpected news of the death of his younger brother, John, whom some of our readers may remember as one-time revising clerk at Dock Two. Tom hurriedly made all preparations for leaving for Wenatchee, but before going put in a long distance call for the hotel where Johnnie had been staying. Judge of his surprise when the call was answered in person by the reputed corpse, who fortunately was quite alive and much surprised to hear of his own death.

Both Bernie Bartels, our handsome chief bill clerk, and Fay Clover, assistant cashier, were drafted to the docks October 14th to assist in a heavy rush of import billing, owing to their expert knowledge of this branch of the business. These are Christmas goods which come in that early in order to allow for distribution.

Miss Margaret Bolander, assistant bill clerk, had the misfortune to sprain her ankle some weeks ago, but is moving around again, quite as gracefully as ever.

Mr. and Mrs. Tom Dolle went to visit friends near Hoquiam in October, Mrs. Dolle remaining there for a week, while Tom returned to work. However his own flapjacks didn't seem to be quite right and he was mightily pleased when Mrs. D. returned. Coming back, by the way, Tom displayed great diplomacy in hypnotizing a Northern Pacific conductor into honoring a Milwaukee pass. Smooth work, we should call it.

It has come to our knowledge that Miss Sophia Hanson went to the Puyallup Fair in October with a tall and handsome gentleman who drives a Franklin car. We have turned this promising clue over to our famed detective bureau for following it up. Emmett Maloney, who is in charge of this bureau, is somewhat handicapped in his work by being bill clerk at Dock Two, but he has promised to do his best and Miss Sophia had better be on the lookout for our sleuths.

Ed Mider, the tall and handsome foreman of the coachyard switch engine, and Clayton Hillegas, one of his sidekickers, equally handsome but considerably shorter and wider, were engaged recently in an exciting contest as to who could sell the most tickets for a big circus held here by the Shriners. "Hille" fought nobly, but Ed beat him, and not only that but won over all competitors, receiving a \$150 prize.

Frank Thomas, checker at Dock Two, is now in such affluent circumstances that he is riding a new Chevrolet now. We haven't learned of any accidents as yet but just wait till he gets a little more reckless.

Mr. Shattuck, long chief log scaler for the Tacoma Eastern and now one of the crossing watchmen at East C Street, a block from the freight house, is quite sick and has been in the hospital for several weeks. Our best wishes for his early recovery.

Milwaukee Terminals Renay

First of all we want to wish everyone a very Merry Christmas and a Happy New Year.

We are pleased to hear that John Geisler is back on the job after an absence of several months. Good luck John, but take it easy.

Have you noticed the broad smile on Dolly lately? And oh, such a wonderful ring. Congratulations Dolly and Otto.

Jimmy and Clem are glad Halloween comes but once a year. Tell us about it boys.

Has anyone ever heard of a "Spanish Cock-tail

Dog?" Esther seems to think she has.

Mr. Gamm, have you an apple tree in your yard? You know, an apple a day, etc.

When it comes to dreams, we think we will hand the gold lined bath tub to Miss Olga of North Avenue. Olga, we are wondering how you ever happened to think you could get a heathen like Armella to church.

Operator E. A. Brock wishes to thank the boys at Muskego yard and the telegraph operators of the Milwaukee Cream City Telegraphers club for the many beautiful floral pieces sent him in the bereavement of his mother, who died September 10, 1922.

Milwaukee bowlers in the C. M. & St. P. league completed the first leg of their 81 game schedule November 6, each team having met one another for the first time. Milwaukee Shops Store Dept., last year's champions, are again out in front followed close by the Cashiers. The Ticket Agents, Muskego Yards and Milwaukee Shops Car Dept., the new teams in the league, are giving a favorable account of themselves and should furnish strong opposition for the rest of the teams throughout the season. The Terminals, usual occupants of last place, are again fighting neck and neck with the Signals and Chestnut Street for bottom honors. With the addition of Baumgart and Block, however, Capt. Ritter says he expects to have his team among the leaders in the end. John's statement as to what end was not quite clear.

Arrangements will soon be made, after some of the bowlers develop a little more form, to have Mr. Griggs take pictures of the boys in action. Bob Foley says he would like a little advance notice so that he may have his hair cut for the occasion.

Joe Hoerl's recent contribution to a 173 average: 120, 196 and 105. This does not help the average a great deal. Joe, but it does increase the prize money somewhat.

Brillinger of the Store Dept., bowling against the Signals one evening, evidently wanted to give a demonstration of how a flashing light type signal operates. Harry's demonstration helped the Signals win one game and wore out the red lamp above the foul line. Harry blames a pair of shoes he had on for the first time. No doubt, it must be hard to control those No. 11's.

And the butcher's dog got vicious: 223, 247 and 210; total 680; and all in one evening. Steuer sometimes bowls that in six games.

Horlivi's 254 total holds high single game; while the shops Store Dept. hold high single five men; and high three, five men, with 962 and 2747 respectively.

Team standings, and the first 10 high averaged men, November 6, are as follows:

	Won	Lost	Average
Milwaukee Shops—Store Dept.	22	5	851
Cashiers	19	8	821
Muskego Yards	14	13	803
Ticket Agents	14	13	790
Rates	12	15	820
Telegraphers	12	15	801
Milwaukee Shops—Car Dept.	12	15	801
Signals	11	16	778
Chestnut Street	11	16	755
Terminals	8	19	711

Horlivi, Games 18, Average 187; Epp, 24, 186; Klug, 27, 183; Witt, 24, 181; Schwab, 21, 178; Shannon 24, 178; Schiebel 21, 177; Perfus 21, 176; Seemuth 21, 175; Cymanick 27, 174.

Chicago Terminals
Guy E. Sampson

When this issue of the magazine makes its appearance among our busy readers it will be so close to the holiday season that we will start by wishing each and every reader the season's greetings and wish for all a prosperous New Year. Business in the terminals has sure been on the boom and both the north and south humps at Bensenville are operating continually. The operating officials have been kept on their toes long tiresome hours in order to make room for inbound business. Transfer crews are kept busy every hour in the day moving cars to connecting lines and our various unloading points. A great many new men have been employed and a number of the older men with long experience in the railroad game have been promoted to official positions. At Bensenville alone, switchmen, R. Hayden, D. Marshall, Pat Maloy, M. Weires, Eugene Stod-



Railway Employees Eyes are Exposed to Wind, Dust and Alkali Poisons

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

"An Ounce of Prevention is Worth a Pound of Cure."

Druggists supply Murine at 60c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



dard, Wm. Coursen, A. Freeman and Youngs have all jumped into the yard masters' ring within a week.

Mike Duffy has gone to Western Avenue and we are informed that Mr. Ryan will take his place at the west end Bensenville yard.

J. W. E. trainmaster at Union street has been just as busy as any body because of the limited amount of room assigned to the great volume of business transacted at that point. Kinzie street has been unable to furnish room for all the cars of fruit which have been consigned to that point and much of same has been unloaded at Union street.

Account of heavy business the round house forces have been kept busy and every man who is looking for work has had to go no further than the Chicago terminals to obtain same.

Mr. McCarty, former passenger brakeman on the Wisconsin Valley division is now running a switching crew here.

Rob Dival and Harry Miller, of Wauzeka, Wis., are also working here and both contemplate moving their families to Bensenville and remaining here.

Galewood and Western Avenues yards remind one of a bee hive on a bright summer day and the official staff at these points are now passing through the busiest days of their railway life.

Eleonora Weble has been transferred temporarily to down town offices and her place was taken by Kathryn Beith.

Just had a visit from Mr. Bjorkholm—always glad to see him.

Mr. Abraham has just purchased a new 616 Paige Coupe. Don't forget your friends Harry.

Ask Bob who is the busiest man at Bensenville. The chief caller or his assistants.

West End Scraps
By James T. Ritch

Roy Dougherty, while a recent visitor to the Sound Country, (get the pun); was heard to inadvertently remark that Seattle is a one-horse town. After a search after facts that consumed several weeks of ceaseless and untiring labor, we



3 Lovely FERNS Given FREE

Ferns give the most lasting pleasure and satisfaction of all indoor foliage plants. They grow more beautiful year after year. They need little care and live indefinitely. For cottage and palace alike they are the best decorative indoor plant. We will send you these three lovely ferns free: Boosvelt Fern, Boston Fern and Ostrich Plume Fern. Guaranteed to reach you in good condition and to grow.

These three ferns sent free and post paid for two yearly subscriptions to The Household Guest, at 25c each (50c in all). New or renewal subscriptions. Send today.

THE HOUSEHOLD GUEST, CHICAGO, ILL.



NEWEST DESIGN PLATINUM FINISH

25c brings this dazzling genuine Ralite in newest Paris mounting, platinum finish

Lady's Ring

This astonishing ring value has never been equaled. A carat size Ralite with the brilliance, fire and sparkle of a genuine diamond worth hundreds of dollars. Set in Platinum Finish Sterling Silver. Latest design, stamped "Sterling" inside the ring. Your friends will think it is a diamond. Wear a Ralite for

A WEEK'S FREE TRIAL

Show it to your friends everywhere you go. If you can tell from a genuine diamond, send it back. Send only 25c for ring postpaid; when it arrives deposit 99c with Postman. Wear your Ralite a week, and if not pleased with this remarkable bargain, send it back and we'll refund in full. If you prefer send 99c with order in full payment. Send narrow strip of paper that meets around finger where the ring is worn. Be first in your neighborhood. Man's mounting, if desired, same price. Send today.

FERRY & CO., 6832 East End Ave., Dept. 5 • Chicago, Ill.



EASY SHARPENER

Make's 'Em Keen Edged

This handy little tool should be in every home, restaurant, butcher shop, etc. It will keep knives and scissors sharp. Anyone can use it and does the work in an instant. Lasts indefinitely.

GIVEN FREE We will send an Easy Sharpener free and postpaid for only one 2-year subscription at 50c or two 1-year subscriptions at 25c each. New or renewal subscriptions. Send 50c today.

HOUSEHOLD GUEST, 141 W. Ohio St., Chicago, Ill.

Advertise in the "Milwaukee"

stumbled on to the cause of his apparent dislike, and we leave it to you Mile a Minute. Ask him how he likes Olympia oysters.

Ella Ahnquist, who is the link between the general manager's office and the art of terpsichore, has, with a lot of other dryads had her picture taken for the evening paper, and she looked very well, too, considering the injustice a newspaper print does to an extremely diaphanous drape.

W. N. Ross, of Miles City, spent a few days last month with us, and from his own intimations, enjoyed himself immensely. Mr. Ross is one of the original school of go-getters, and we wish his visits were more frequent.

Roy Hays apparently has something up his sleeve, judging from his elated expression. I am afraid Roy is going to spring something on us.

Paul Foster came to work some time ago, with cuts on his hands and when asked for an explanation, announced that he had fallen down the cellar steps. This raises the question, "What was he doing in the cellar?"

Harold Collingwood has come to the conclusion that when a man has walked the floor with his son for two years, he begins to realize just why they value them at a million dollars.

Hugo Engle, who started building a garage on his premises to accommodate his three passenger zinc limouzein, says he will have to enlarge both the car and the garage, for he has a fourth arrival at his home, Catherine Anna.

In his rush to get back to the jury on which he was serving, O. R. Taylor left part of his person in the crack of the door, that is, the nail came off the finger shortly after. The door, however, suffered little.

The traffic department has another beautiful gal, Miss Betty Lane, formerly of Great Falls.

R. Nord is another recent addition to the traffic department organization.

And—while we are about it—now is as good a time as any, to wish everyone a Merry Pickford and a Happy Hooligan—er—er—that is, Christmas and New Year, respectively.

Iowa and Minnesota Division D. M. W.

Keep smiling.

Harry Howard and Andy Gump beat 'em to it in election November 7. Harry went away over the top for representative and Andy for senator. Wonder what "Min" will do now. Harry it's up to you and Andy to get busy. Don't be passing the buck like you and Pat have been doing down there in the third ward.

Cassius Terry was elected treasurer of Mower county by a majority of 1,292 votes.

John Anderson has gone up north after deer again. We hope John doesn't get the buck fever this year.

Conductor Geo. Campbell was in the office the other day. He looked much better than the last time we saw him and we hope he will continue to improve and soon be able to get back on the job.

Baggage man Bill Keys was off last week. Herman Olson juggled baggage while he was gone.

Another one of our I. & M. men took upon himself a wife. Harvey Wheeler. No more laying off now Harvey, you got to hit the ball.

F. E. Brunner has a radio but it don't work. Dispatcher Renshaw has a car just like it.

Emil Olson and family are spending the winter in California.

I & D Radiograms By H. S. P.

Mrs. Mabel Brnd has taken the position as comptometer operator in the superintendent's office at Mason City. Mabel hails from Des Moines, Iowa.

Fireman Elias Kelroy and wife, of Sanborn, Iowa, attended the American Legion convention at New Orleans. We understand that they had a big time along with the rest of the Iowa gang.

We regret to report the misfortune which befell Miss Lillian Ong, clerk in the master mechanic's office. Miss Ong, while attending the swimming school at the local Y. W. C. A. pool, slipped upon the tiling, breaking the bones of her right wrist.

Miss Ruth Scott and Miss Margaret McCormick, both clerks of the superintendent's office, spent their vacation shopping and sight seeing in Chicago and Kansas City, Mo.

BOY! PAGE MR. VOLSTEAD!

Ten thousand Jooze,
Are making booze.

With government permission,
To fill the needs,
Of a million Swedes,
Who voted prohibition.

Clarence Mitchell, chief clerk in Mr. Cody's office, is all smiles these days since the arrival of a baby boy at his house, born November 4. Monday morning Clarence was on the job passing out the cigars and candy.

"CARD OF THANKS"

To the employees, C. M. & St. P., Spencer, Ia.: We wish to extend to you our most sincere thanks for the loyalty and sympathy shown through your acts of kindness during our recent sorrow, and especially for the beautiful floral tribute received.

Sincerely,

(Signed) Mrs. W. S. Shirk and Claire,
Mr. I. M. Shirk,
Miss Caroline Shirk,
Mr. W. S. Shirk,
Mrs. Georgia Scanlon.

Ed Dougherty, night round house foreman at Mason City, has returned from a vacation spent in the Twin Cities.

J. J. Corbet, agent at Rudd, Iowa, took his annual vacation recently and flooded the potato market.

Agent E. W. Chase, of Everly, has left for the state of Washington to spend the winter. F. W. Burke, former operator at Murdo, S. D., is holding down the job at Everly during his absence.

A. M. Choate, operator at Clear Lake, was one of the many that took in the Legion convention at New Orleans. Also Operator F. J. Marron of Calmar.

Operator C. A. Joynt, of Emmetsburg, is very ill with appendicitis.

Operator R. I. Colvin, of Sanborn, attended the annual Iowa-Minnesota football game and homecoming at Iowa City. M. A. Budack relieved him.

Northern Montana Division
A. B. C.

The hunting season is now on in full swing, and several of the boys have been out, with varying success. However, the sport is too expensive for most of us; in fact, all of us, for complete estimates as to the cost, ask Jack and Oliver.

Jack T. Fisher is back again, after an absence of a couple of years in the South. Owing to the fact that he brought back more than he took away, we were especially glad to see him.

Chas. H. Koch (he pronounces it "Coke") spent his vacation among the scenes of his boyhood, along the banks of the Erie Canal at Buffalo, N. Y. He reports a fine time, and as is usually the case, the wild life put him on the hummer and he was ill for several days on his return. Go easy, Charles, you're not as young as you usta was.

Winter arrived November first, with about seven inches of wet snow, which brings to mind that old classic by Edgar Greenleaf Longfellow, which runs something like this:

Snow, snow, beautiful snow,
No overcoat, no place to go,
Thermometer down to forty below,
Makes a fellow wish he was in the regions below,
Where they don't write verses about
Beautiful snow.

Gloomy Gus Lupton spent a few days in Great Falls recently and came back looking fine, when is a surprise to everyone, as it is a long, hard trip.

Weyland Kler is back at his desk in the car department, after an extended absence.



Less than half pre-war prices.
Latest Model 9 Shot Automatic. Shoots standard cartridges. Convenient to carry—lies flat in the pocket—perfect, safety device. World's Famous **Luger** 30 cal. \$21.95 — Hand Ejector Revolver, swing out cylinder 32 cal. \$16.95, 33 cal. \$17.95. All our guns brand new latest models—guaranteed genuine imported.

SEND NO MONEY

PAY POSTMAN ON DELIVERY. Satisfaction Guaranteed or money promptly refunded.

8.45 25 Cal. **BLUE STEEL ARMY AUTOMATIC**—32 Cal. \$10.45. Officers automatic, 3 safeties, 23 cal. \$10.50 **MILITARY TRENCH AUTOMATIC** 32 Cal. 10 shot, extra magazine **FREE**, just like you used "ever there" \$11.65. Imported **TOP BREAK** revolver 32 cal. \$7.45 38 cal. \$8.45.

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Beautiful Art Calendar Given



An American Beauty calendar will be worthy of a prominent place in the prettiest room in your home. It is a faithful reproduction of a famous painting by a talented artist. Reproduced in all the beautiful natural colors and tints. You will love her.

The calendar is 9x24 inches in size and will fit any wall space for hanging up. It is a work of art and useful with its 1923 calendar. No advertising appears on front or back. Will make a splendid gift.

FREE We will send one of these handsome **OFFER** 1923 American Beauty calendars free and post-paid for a new or renewal subscription to The Household Guest at 25 cents a year. Order yours today before our supply is exhausted.

THE HOUSEHOLD GUEST
141 W. Ohio St., Chicago

CAMEO RING FREE

A gold filled ring that is guaranteed for years given **FREE**. You want one. Send only 25c for a new or renewal subscription to our big home paper and ring will be given free. Send ring size and be to pay postage and packing—only 25c in all. Return this ad, with order. Household Guest, 141 W. Ohio St., Chicago

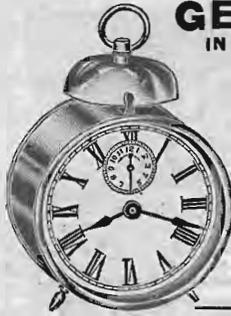


Rich Silk Remnants

For patching crazy-quilts, sofa cushions, bed spreads, etc. A gorgeous selection of **FREE** colors, large pieces, good quality silk. This big assortment given free.

We will send free and postpaid an assortment of silk remnants for only one yearly subscription to The Household Guest at 25c. Or 5 assortments for a dollar's worth of subscriptions at 25c a year. Subscriptions may be new or renewal. Send a few subscriptions and get a big supply of silk remnants.

The Household Guest, 141 W. Ohio St., Chicago, Ill.



GET 'EM UP IN THE MORNING

Can't oversleep with this fellow on the job. Wind him up at night, set the time, and he'll faithfully wake you on the dot. A good alarm. Stands 6 1/4 inches high, 3 3/4 inch white dial.

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The Gift Man
The Household Guest
141 W. Ohio St. Chicago

Advertise in "Milwaukee"

SILK HAND BAG GIVEN

A fine hand-bag is dear to the heart of every woman. Our bag is fine quality silk moire poplin with very heavy silk tassel, fancy silk lined. Fitted with mirror and card case. Size 7x7 1/2 inches.

We will give the Silk Hand Bag free and send it postpaid for only \$2.50 in subscriptions to The Household Guest at 25c a year, \$1.00 for 5 years, new or renewal subscriptions. It is easy to earn this elegant bag. See friends and neighbors for the few subscriptions needed. Mention Reward No. 45

THE HOUSEHOLD GUEST
141 W. Ohio Street, Chicago, Ill.



This Silk Bag will make a never-to-be-forgotten present to "Her"



THIS GREAT PICTURE "All Our Presidents" — Free

Should be in every home, school, store or public building. Life-like portraits of all our 28 Presidents, from Washington to Harding, in a magnificent group; also shows view of the Capitol. Surmounted by a magnificent emblem all on very fine paper. Size of picture, 16x20 inches. Splendid appearance. Well worth framing. Of great educational and patriotic value to all. A copy of this wonderful picture sent securely packed and prepaid to any one who accepts this remarkable free offer.

FREE! Send one subscription, new or regular, newal, to our interesting and popular illustrated monthly story and home paper at 25 cents for 12 months and we will send this wonderful picture without one cent of cost to you.

THE HOUSEHOLD GUEST. Chicago.



25c Brings Chinese Good Luck Ring

This Mystic Chinese Symbol of Good Luck, Health, Happiness and Long Life, has been looked upon with the deepest reverence by the Chinese for centuries. It is reputed by them to be almost uncanny in its power to bring Good Luck, Riches, Success in Love, Health and Happiness. Amazing stories of good fortune are told by its wearers.

BEST QUALITY SOLID STERLING SILVER

It's extra heavy, pure solid sterling silver and will wear a lifetime. It is a handsome, striking, unique article. The Chinese letters, meaning Good Luck, etc., are set in black enamel. The ring is adjustable and can be fitted to any ordinary size finger, can be made larger and smaller. It is the Chinese way of making rings. State whether lady or gentlemen's size is wanted. Be the first in your neighborhood to wear this beautiful and curious ring. Millions of these attractive and elegant rings have been sold. Send \$1.50 with order in full payment, or send 25c with order and on arrival pay \$1.35 to Postman. Sent by insured mail.

MASON SUPPLY HOUSE,

519 Oakdale Ave, Dept. 17

Chicago, Ill.



A Complete Farm Free

**A 2 Story House
A Big Barn
Silo, Trees, Flowers
Animals and People
Grass and Walks**

This is one of the most attractive toys and biggest values we have seen in a long time. Children will play farm for hours at a time. An ideal outfit for youngsters who live either in city or country. Besides affording hours of amusement it is educational as well. This set of toys is handsomely lithographed in all the natural colors and is made on heavy card-board. Everything is cut out and requires no cutting to put together, no pasting either, and everything easily fits together.

HOUSEHOLD GUEST

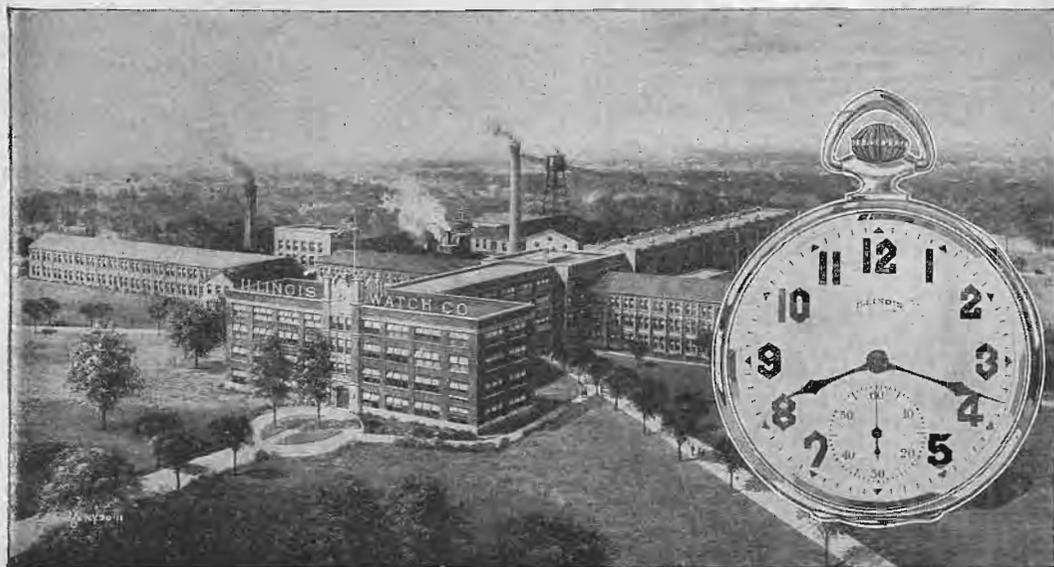
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The set contains a two story house, barn, silo, trees, flowers, cattle, pigs, sheep, horse, etc. All the animals and objects can be moved and arranged as desired, put them in the barn for the night, etc. Supplied complete with base made to look like real grass, walks, etc. Size 9 by 18 inches. We will send the "Green Meadow Farm", complete as described free and postpaid for only one new or renewal yearly subscription to our big monthly home and story paper at 25c. Send your order today.

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THE FACTORY BEHIND THE WATCH



Plant of the Illinois Watch Company, Springfield, Illinois, also showing America's highest grade railroad watch, the "SANGAMO SPECIAL".

This Factory is Devoted Exclusively to the
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Established in 1870

For more than 50 years, high-grade watches have been produced in this factory. The reputation established in these years for high-quality products, is in itself a guarantee.

Every Illinois-Springfield watch is fully guaranteed to be perfect in construction and to be a satisfactory timekeeper.

ILLINOIS WATCH COMPANY
SPRINGFIELD, ILLINOIS

Fur Trimmed Velvet Dress Latest Style

50¢ Down

Special
Price

No
C. O. D.
to
Pay

Brings this stunning fur trimmed velveteen dress. This garment is made of excellent quality velveteen and the waist part has a narrow vestee of fancy silk and rows of silk braid on either side extending around the neck. The sleeves have cuffs of fur. The skirt has extra wide side panels of self-material also trimmed with two rows of fur. These panels as well as belt are trimmed off with braid to match the waist part. This is one of the most charming and reasonably priced dresses we have offered our customers this season. Comes in Black, Navy Blue or Brown. Sizes 34 to 44. Same dress for stout women sizes 43 to 51.

Order by No. F-35. Terms 50c with coupon, \$3.35 monthly, total price \$19.95. For stout sizes order by No. F-36. Terms 50c with coupon, \$3.85 monthly, total price \$22.95.

6 Months to Pay

We want you to take advantage of our easy payment plan. Just a small payment each month. Use your credit as thousands do and save money besides. We trust honest people everywhere. Send only 50c with the coupon below for this latest style fur trimmed velveteen dress. Money back if you ask for it. If you are delighted with the dress and wish to keep it, you may pay the balance in small monthly sums, so small you will scarcely miss the money. Only \$3.35 a month pays for this dress. An easy and delightful way to secure a charming dress. Remember, this is a special offer. Just a limited number at this price. You must send your order now.

Send this Coupon

Elmer Richards Co.

Dept. 419, W. 35th St., Chicago, Ill.

I enclose 50c. Send dress checked below. Color.....

Bust.....Belt.....Hip.....Length.....

If I am not delighted with the dress, I can return it and get my 50c back. Otherwise, I will pay easy terms.

Regular F-35—\$3.35 monthly, total price, \$19.95

Stout F-36—\$3.85 monthly, total price, \$22.95

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and
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