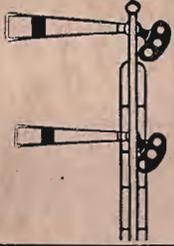


THE MILWAUKEE MAGAZINE



New Passenger Station, Chicago

NOVEMBER, 1923

\$1⁰⁰ Brings You Any ^{of these} Beautiful Xmas Gifts

Biggest Xmas offer ever made! Send a Dollar—mention gift desired. That's all! We ship at once! If satisfied pay 10% monthly. Otherwise return and we refund deposit. Rush your Dollar TO-DAY!



X13—Ladies solitaire Engagement ring fine blue white diamond \$45.



X5—Solid gold Jap ring one fine diamond \$29.



X6—Genuine hand carved cameo solid gold ring \$16.



X9 Ladies fancy white gold diamond cluster platinum set \$48.50.



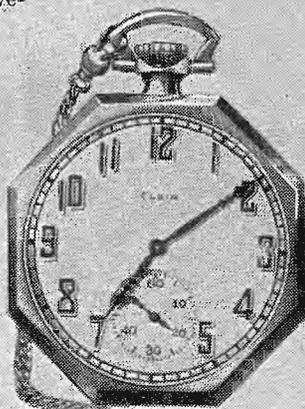
X2—14 Kt solid gold rectangular wristwatch 15 jewel guaranteed movement \$24.



X11—Gents ring hand engraved reconstructed ruby \$16.



X10—Fancy white gold ladies ring 2 fine diamonds one blue sapphire \$57.50.



X15—Big Elgin Value Jeweled Elgin Octagon warranted gold filled case. Chain and knife free \$21.75



X14—14kt. solid white gold wrist watch. 15 jewel guaranteed movement \$21.00



X12 Fancy pierced ladies white gold ring fine blue white diamond \$48.



X1—Birthstone ring, white gold, any month \$12.



X7—7 diamond cluster platinum set solid gold belcher mounting \$52.50.



X8—Solid gold pendant seed pearls one fine diamond \$23.



X16—14 kt. solid gold Cuff Links white gold border \$11.50



BUY NOW! Pay As You Please

These wonderful values are only a few of the thousands offered in the Big Beautiful Bale Blue Book 172 pages of America's Best Values in Diamonds, Watches, Jewelry, Pearls, Ivoryware, Silverware, Cameras and Thousands of other Gift Suggestions. Buy NOW! PAY AS YOU PLEASE! Cash or YOUR OWN TERMS (within reason) most liberal credit offer ever made. Send for FREE copy TO-DAY! Dept.

O.F. Bale & Co. EST. 1938
21-23 Maiden Lane New York

I Offer You \$200 a Week

My Special Offer to Railway Men

The Amazing Story of W. S. Cooper Points the Way To A \$200 A Week Income for You



J. R. HEAD
of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



E. A. SWEET
an electrical engineer, is making from \$600 to \$1,200 a month and works only about four hours a day.



A. B. SPENCER
of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.

"My name is Cooper—W. S. Cooper. I live in Ohio, and this is a true story about myself. I am writing it because there are thousands of men in America struggling along on starvation wages, just like I was, who can do just what I did and make from \$5,000 to \$10,000 a year.

I Was a Wage Earner

A short time ago I worked in a factory. I was not the owner, not the superintendent, not the boss. I was a wage-earner. I made as much as the average man and no more. I was just like nine out of ten other men—a slave to my job—no real money, no real future. Why, I couldn't have raised \$100 in cash if my life had depended on it. And that was only a little while ago.

Today, I am a successful business man. I have a large income, money, investments. I have hundreds and hundreds of friends. I get a lot of pleasure out of life. I have no boss. I work just four hours a day and only five days a week. And the reason for the change in my circumstances is very simple.

The Curse of a Small Income

Please remember that only a short time ago I was practically broke—doing like most men, trying to make a meagre salary meet the constantly increasing expenses of life. It couldn't be done. We wanted to live like other people. We wanted some of the luxuries of life. We wanted to buy our own home. But there simply wasn't enough money. We were living from hand to mouth. And it made me almost desperate to think of what would happen if I became sick or lost my job.

And yet, today, I am a big success. Money no longer worries me. I buy what I want and pay cash for it. I travel where I please. I give my family the luxuries that every family is entitled to expect from the head of the family. I hesitate to say it, and maybe it does sound foolish, but just the other day I paid \$900 for a diamond ring that I had wanted for a long time.

Now I am going to tell you how this great change came about. One day I heard that a man could make from \$100 to \$300 a month in his spare time by doing a certain kind of work.

I didn't believe it. I couldn't believe that a man could make as much in an hour or so as I was making by eight hours' hard work.



W. S. COOPER

Just to satisfy my curiosity, however, I investigated. As you read this you will feel just about the same way I did then. I thought it couldn't be true, and yet, it might be, and it certainly was worth finding out.

I Find Myself

I found a wonderful thing. I discovered that instead of making only from \$100 to \$300 a month, men who were doing this work were making as high as \$1,200 a month—men like myself who had never had any experience were easily cleaning up from \$100 to \$150 a week.

When I look back to that day and realize how close I came to passing up my opportunity it sends cold chills down my spine. All that I have today, my entire success, is due to the proposition that I learned about that day.

I Have Succeeded Beyond My Dreams

There is no secret to my success. I have succeeded beyond any dreams I may have had a few years ago. And please remember I consider myself only an average man. Here are the facts about my success.

I am the local representative for the Comer Manufacturing Company. This company manufactures Comer All-Weather Raincoats—the finest coats in style, material and workmanship that can be bought anywhere.

Comer Coats are not sold in stores, but through a local representative. The local representative does not have to buy a stock. He doesn't have to invest any money. All he does is take orders from Comer customers,—orders that almost come without asking—and he gets his big profits every day for the orders he takes.

Many of my customers now come to me. I don't know how much bigger my business will get, but I no longer consider it an exceptional day when my earnings exceed \$50 or \$75. There are few business men in this city whose profit is greater than mine, and I can only see unlimited opportunity in the future."

You Are Now Offered the Same Opportunity

If you are interested in increasing your income from \$100 to \$1,000 a month, and can devote all your time, or only an hour or so a day, to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio.

This is my special offer to Railway Men. I will send you, without any preliminary correspondence or red tape, a complete selling outfit that puts you in business for yourself, with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now, and in less than a week you can be making more money than you ever believed possible.

C. E. COMER, Pres., The Comer Mfg. Co. Dept. SBV-513 Dayton, Ohio



FREE TO YOU

In addition to your big earnings we offer you a Buick Touring Car, without a cent of cost, that you can use to help you in developing this great business. Mail the coupon for full details of our special proposition.

NOTICE

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment, and will have reason to be proud of his connection with the company.

Mail This NOW

The Comer Mfg. Co., Dept. SBV-513, Dayton, Ohio

Please send me, without expense or obligation, your special proposition, together with complete outfit and instructions, so I can begin at once to earn money.

Name

Address

.....

Print or write plainly

WHAT SHOULD YOU PAY?

The charm of expensive Parisian gowns—quality features ordinarily beyond average means! Yet my plan brings it to you at a really amazing price. You would never guess it possible.

Women's Sizes, 32 to 46
Bust. Misses' 14 to 22 years

All-Over Embroidered Blouses

Money Back Guarantee



\$379

By Mlle. Annette
You have no idea how happy it makes me feel to think of thousands of charming American ladies who may wear this beautiful dress, modeled by me from a very costly gown. It is my proudest feat, you understand! I know how proud you, too, will be when you wear it—knowing that you are truly fashionably dressed! It is designed in the favorite 1-piece style, though it has the new jacquette effect waist, with all-over Egyptian pattern embroidery in beautiful delicate colors. The material is finest quality Longwear Gabardine Serge perfectly tailored. I assure you a lovely roll surplice collar and Egyptian paisley vestee. From the waistline drops a pleated panel. And now, my dear, with these fine points in mind,

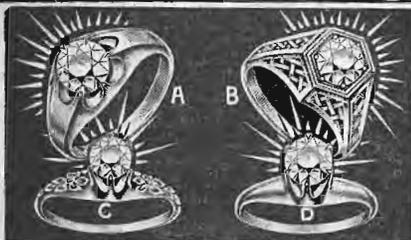
What Should I Charge You?

I know you would be glad to pay in a big city store twice what I'm going to ask you! But you shall pay only for the material, workmanship and a small profit to my house! Not a penny extra for the richness of style! That's why my price is only \$3.79! It doesn't seem possible, but it is true! And you may see it entirely at my risk, because my company guarantees to please you perfectly.

Now, don't delay, because the offer won't be open long and I want you all to have one.

SEND NO MONEY! Just write me stating your size and whether you want Navy Blue, Black or Brown Color. When the mail-man delivers it to you, pay only \$3.79 and postage. Then after 27-days, if you don't think it the prettiest dress you ever had and the biggest saving of your life, return it at my expense and your money will be returned to you.

Mlle. ANNETTE, Care of WORLD MAIL ORDER COMPANY
Dept. H147 2953 Van Buren Street, CHICAGO



New Kind of Diamond

If you can tell it from a genuine stone, send it back! New scientific discovery makes these amazing fiery Moravian Diamonds possible. Same perfect cut, same dazzling brilliance as genuine diamonds. Even experts need all their ingenuity to tell the difference. Your friends will never know! But see them without risking a penny!

Wear This Fine Ring 7 Days Free
Wear a Moravian Diamond side by side with a genuine diamond one week free. If you see any difference, return it and you won't be out one cent! For a short time we make this amazing offer to introduce Moravian Diamonds into every community in the U. S. A.

A—Men's Heavy Belcher Gold S. Ring \$3.25
B—Ladies' Beautiful Basket Setting, Platinum Finish 2.95
C—Ladies' Gold Filled Solitaire, Bridal Blossom Eng. 2.95
D—Ladies' Gold Filled Solitaire 2.55

Approximate carat size gems. Beautiful mounting of newest style. Guaranteed to give absolute satisfaction. Art leather case free.

SEND NO MONEY Send only name, address, number of ring wanted and size (fit slip of paper and to end around joint of finger). Pay only on arrival price listed above; that is all you pay—no installments. If after 7 days' test you are not delighted, return ring and your money will be quickly refunded. Write today before this offer is withdrawn.

THE JEWELCRAFTERS
Dept. B107 633 N. Michigan Ave. CHICAGO

Usually a railroad train on which there is no sleeper, no diner, no smoker, no water, no ventilation, no porter, and no news-butcher, is termed an "accommodation train."—Judge.

CONTENTS

	Author—	Page
Milwaukee Employees Doing Their Bit.....	H. E. Byram.....	3
Construction of the Ford Line in St. Paul.....		4
Greeting to Our Veterans.....	J. M. Fox.....	6
The Problem of Economical Operation.....	Frank Rusch.....	6
Editorial Page.....		10
Tracks for Chicago Union Station Supported on Concrete	J. D'Esposito.....	11
The Bureau of Safety.....	A. W. Smallen. G.C.....	14
Car Department Standard Practices.....	C. G. Juneau.....	16
Current News of the Railroad.....		17
Claim Prevention.....		18
At Home.....	Hazel M. Merrill.....	20
Sports	T. I. Walsh.....	22
Special Commendation.....		24
On the Steel Trail.....		26



JOHN J. BURNS

YOUR CARD

Listen, Milwaukee Railway Employees!

Would you like some personal cards bearing your name and 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. Railway Employees' Magazine

PRINTING DEPARTMENT

141 West Ohio Street

Chicago



Milwaukee Employes Doing Their Bit

In the July number of this Magazine I suggested that employes of the Milwaukee Road write me concerning their efforts to correctly inform their friends and business acquaintances about railroad matters.

In the September Magazine reference was made to a number of letters received in response to this invitation.

These letters continue to come in daily from every part of the Railroad, indicating that employes of the Milwaukee realize the responsibility that accompanies railway service and are endeavoring to do their part.

One agent writes about his efforts and states:

"For years we have fought the railroad side of the fight against what seemed overwhelming odds. This was due to the fact that we had no data and no figures on which to base our arguments but the figures and other information stated in your various addresses and your articles in the Milwaukee Magazine give the necessary information for a convincing argument.

"At the close of Federal Control one of the hardest tasks was to convince the people that the railroads did not receive any money they did not earn in spite of the false ideas which the newspapers spread in regard to the 'Guarantee'. Then the Government Ownership bugaboo called for considerable argument. I do not believe there are many in this community who now favor Government Ownership."***

An employe in the Mechanical Department states:

"Am glad to enlist in the campaign for a better understanding of transportation matters, not only because I get my living from the railroads, but also in the spirit of fair play."***

"I cannot understand why the railroads, the backbone of the country's development, are made the scapegoat for all the country's ills, while other basic industries are allowed to charge what they please, make all the profits they please and regulate their own business as they please. If you will please excuse a slang expression—"it gets my goat".***

Another agent tells of his activities and says:

***"I want you to know that you can not dislike more than I do the detrimental drift of certain wide spread propaganda; class legislation; promotion of class prejudice and ill will; efforts to create strife between capital (so called) and labor (so called); socialism; non-partisan leagueism; efforts of politicians to wreck the railroads and to create disloyalty among the employes *** and I am on the job all the time."

The above quotations show the fine spirit that moves the writers of all the letters that reach me. Those who are engaged in these activities to spread the facts and overcome destructive propaganda are making the railroad's cause their own.

The railroads enjoy the support of business and professional men and ministers of religion in every community, and, while these friends outside railway service are going out of their way to correct false impressions about the transportation industry, it is fitting that its employes should be even more active in this respect for they are directly affected by the results—whether favorable or unfavorable.

Therefore it is encouraging to have this evidence that so many Milwaukee employes are engaged in this undertaking, as it will pave the way to better conditions from which the railroads and their employes and the public will benefit.

Advices received from every quarter report a marked favorable change in public sentiment toward the railroads.

I shall be very glad to hear from others who are likewise finding satisfaction in explaining railroad matters to those in or out of the service who are not in possession of the facts.

President.

Construction of the "Ford Line" in St. Paul

The Greater St. Paul Association, organized for the purpose of developing industries and with the slogan, "Make St. Paul Grow," has for some time been making every effort to get Henry Ford interested in locating a manufacturing plant in that city, and after long negotiations a tract of land containing about 180 acres on the St. Paul side of the Mississippi river opposite the soldiers' home at Minnehaha Falls, and adjoining the site of the government lock and dam, was selected as a desirable location for a factory because of the possibilities of developing water power for its operation.

Before negotiations could be concluded, however, it was necessary to know whether the site could be reached by rail-

tween the Ford Company and the railway company for the construction of a line to and trackage to serve the so-called "Ford plant," a permanent line was located and Ass't Engr. Norman F. Podas, of the Minneapolis office, was placed in charge of construction work.

As soon as surveys were begun for establishing a permanent line considerable opposition developed and right of way troubles immediately began and it was necessary to run several lines before a satisfactory location could be obtained.

The line finally adopted, and now being constructed, leaves the C. M. & St. P. short line tracks near Western Avenue in St. Paul, just east of the county and city hospital, and runs to the south of the hos-



Hospital Bridge

road trackage, and late in 1922 representatives of the association approached the officials of the C. M. & St. P. Ry. Co. to see if our company would be interested in developing trackage for such a plant as it was hoped Mr. Ford could be persuaded to erect.

Our officials at once saw the possibilities of having such a plant as a nucleus for the future development of an industrial terminal in that vicinity.

Preliminary surveys made in October, 1922, showed that a line could readily be located to the proposed site and also showed that, although somewhat longer, a low grade line could be developed between St. Paul and Minneapolis by projecting the line across the Mississippi river to a connection with the I. & M. Division at Minnehaha Falls.

The line as now being constructed to the Ford plant will eventually become a main freight line between St. Paul and Minneapolis, reducing the present one and one-quarter per cent grade out of St. Paul to a four-tenths of one per cent grade, and thus eliminating the congestion in the Twin City Terminals.

However, very little could be accomplished in the way of locating a permanent line to the factory site until all negotiations had been completed between the Greater St. Paul Association and the Ford Company, and until Mr. Ford had obtained the franchise from the government for the use of the dam and power privileges.

Upon the completion of these preliminaries an agreement was entered into be-

The trackage entering the plant, including side tracks, etc., will amount to about seven miles in length, making a total length of about thirteen miles of track to be constructed.

In order to facilitate the work, the main line as now being constructed is on a tem-



Glen Terrace Bridge

porary location from the hospital to a point near Montreal Avenue, a distance of about $2\frac{1}{4}$ miles, but the line from Montreal Avenue to Cleveland Avenue is being constructed on the permanent location.

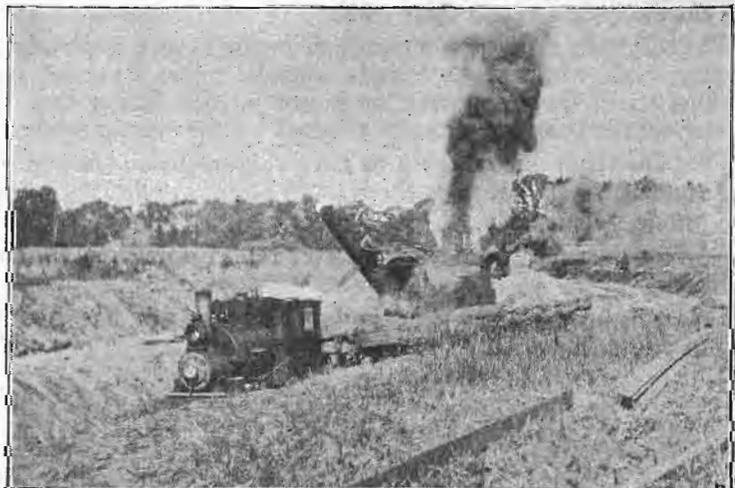
The temporary location involves very light work except that it was necessary to construct a bridge about 1,200 feet in length with a maximum height of about 60 feet, adjoining the Omaha tracks at the rear of the hospital, in order to avoid encroaching upon Omaha property, as our track is about 25 feet higher than the Omaha tracks at that point.

Accompanying photograph No. 1 shows this bridge and the Omaha tracks below.

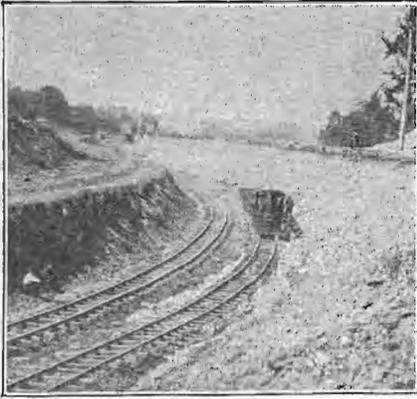
A bridge 100 feet in length was constructed over Duke Street in order to separate the grades at that crossing.

The permanent line, up to the point where the plant tracks diverge, involves somewhat heavier grading than the temporary line, with a bridge 528 feet in length and 50 feet in height across a ravine at Glen Terrace. As there was no opportunity to obtain material in the vicinity to make the fill, this bridge was constructed to facilitate the completion of the line to the Ford plant so that building material may be delivered directly to the plant by train haul. Accompanying photograph No. 3 shows this bridge.

The contract for the grading on the main line was let to the J. L. Shiely Company, and the bridge work was let to the Oakes Company, both of St. Paul.



Steam Shovels Working in Cut



Another View of Cut

The grading for the tracks leading from the main line to the plant is very heavy for about 4,000 feet in length, amounting to about 190,000 cubic yards, requiring a cut some 25 feet in depth. Accompanying photograph No. 4 shows this cut and the shovels in operation.

This work was contracted to Morris & Dougherty of St. Paul.

Track laying was started at the hospital end of the line on September 19, 1923, and completed up to Cleveland Avenue on October 2.

The grading on the approach was not completed at that time and track laying to the plant proper was somewhat delayed, although it is expected that all tracks will be completed and ready for operation on October 25.

A bridge is to be constructed over the approach tracks at Cleveland Avenue, separating the grades at that crossing.

The Ford plant will occupy property extending from Cleveland Avenue, on the east, to the Mississippi river drive, on the west, and extending south about one-half mile from St. Catherine Avenue on the north.

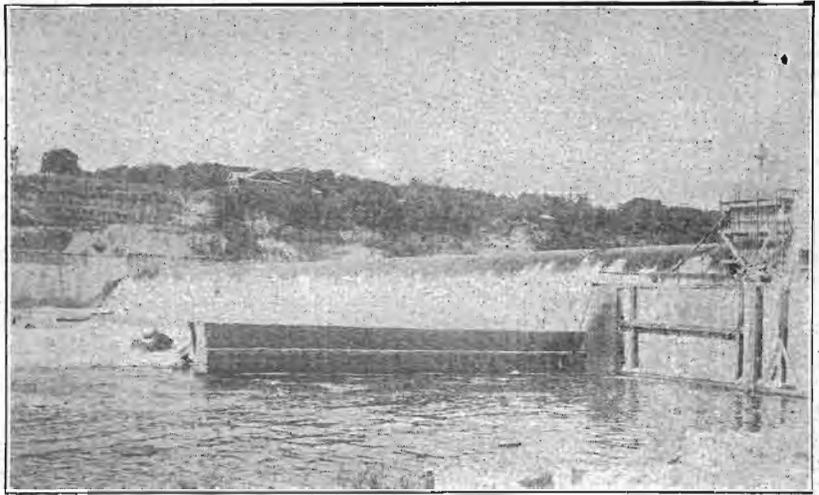
The main manufacturing building will be 1,720 feet in length north and south, facing on the river drive, by 600 feet in width. This will be an ornate one story building with three facades fronting north, south and west, with the main facade overlooking the Mississippi river on the west.

It is understood that the Ford Company intends to put about ten million dollars into the first construction and will employ about 4,000 men when first opened up, and that they will ultimately expand to a twenty million dollar plant, employing about 14,000 men. Tracks are to be constructed into the buildings to facilitate handling the raw material received and the finished products to be shipped out.

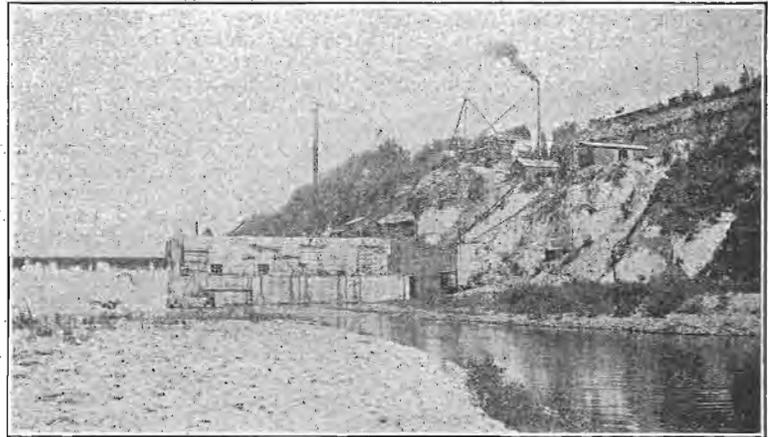
In addition to this trackage a tunnel is to be constructed from the river landing to a shaft near the center of the main building in which elevators will be operated for handling river freight.

A hydraulic dredge is now constructing a tail race from the power house at the end of the dam, into the open river. A storage basin or boat terminal will also be constructed to accommodate the boats to be used in river navigation.

The government dam, which was completed some six or seven years ago, extends from the lock on the Minneapolis side of the river to the head house of the power plant on the St. Paul side and will develop a thirty foot head. Accompanying photograph No. 5 shows the flow of water over the dam.



Government Dam from Lock on Minneapolis Side to Head House on St. Paul Side



A Distant View of Uncompleted Power House and Dam

Plans of the hydro electric plant provide for a development of about 18,000 horse power, a large portion of which power will be used by the Ford Company in its own plant. The surplus power developed will be diverted to the Northern States Power Company to be used for commercial purposes.

The Ford Company is under contract with the U. S. Government to develop the full power of the dam for which the Government is to receive a rental of 5½% per annum on the investment.

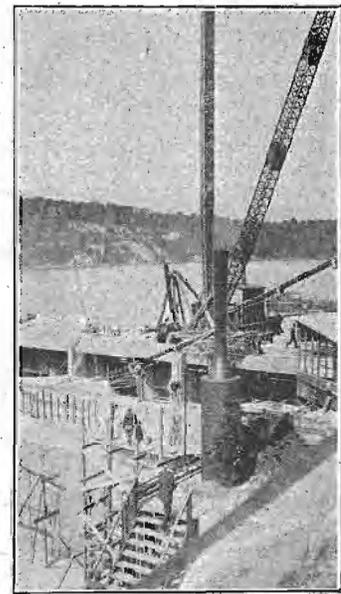
In order to accommodate the modern equipment which is to be installed by the Ford Company, it will be necessary to remove about 3,000 cubic yards of the reinforced concrete foundation of the power house as now constructed and rebuild it to conform to the revised plans.

This work is being done by Stone & Webster, Incorporated, of Boston, Mass.

Accompanying photographs Nos. 6, 7 and 8 show distant and close-up views of this foundation, as it now appears, and the equipment installed for rebuilding it.

Although, photograph No. 5, which was taken on September 19, shows a flow of water over the dam, it has since been necessary to lower the pond back of the dam in order to proceed with the work, and at the present time all the water flows through the open locks at the Minneapolis end of the dam.

In addition to the business the C. M. & St. P. Ry. Co. will receive from the Ford plant, which is estimated will be approximately 300 cars per day at the opening of



Showing Some Equipment Used in

the plant and which will of course increase as the plant is enlarged, the line will open up several hundred acres of land suitable for industrial purposes, and it is expected to develop into the best industrial terminal in the Twin Cities. When the line is extended across the river into Minneapolis, there is every reason to believe that Minne-

apolis will be able to open up a new industrial center and share in the benefits derived from being in the vicinity of so large a plant as the Ford Company proposes to build.

Rail Rumbblings From St. Paul
Allen

Judging from the number of pass requests sent in the other day, and the close inspection of a number of maps, by a certain young man of the local freight office we figure him to be planning on a very important trip in the very near future. But as the requests all called for rail transportation we of course cannot say that he is planning a trip upon the sea of matrimony but we do expect to be able to give you a lot more information in next month's issue. We of course are not at liberty at this time to give you his name, that, we must leave to you for the present.

The monthly local claim prevention meeting was held in Mr. Graven's office the 29th and many very good suggestions were made. We have been told that these suggestions are being acted upon and that proves very encouraging and spurs us on for further efforts.

The C. M. & St. P. tracks are nearly completed to St. Paul's new Ford plant and then watch the station's revenue take some jump. We expect the material to start rolling in at any time now.

By the way have you seen that dandy present in the form of a platinum wrist watch Miss Agnes Mulkern is now wearing. The other day some one interested in the world's series base ball scores called her for the score and she said, "The exact time is two-thirty."

The freight office is now the home of a little kitten and that kitten can number each and every one of us her friend. each and every one we have.

Well this must come to an end at once for the present for our good friend M. Smith, roundhouse foreman has moved to Snelling Avenue and he has commanded us to move his aerial to his new quarters as he is anxious to cut in on the airway without further delay, alright Mr. Smith your request shall be granted at once and before the sun again sets in the golden west your commands will be carried out. It applies to me and applies to you, It applies to us all, more or less, in a way, From the day of our birth to our dying day.

Each one and all should be willing to work
And never their duties in any way shirk,
But the best that is in them endeavor to
give

All the months and the years that God
lets them live.

But we know very well that our sojourn
down here

Is a stepping stone only to some higher
sphere

Where those we love dearly again we
shall meet

And continue with them to perfection com-
plete.

To those now here present and those gone
before

Their places to take on Eternity's shore,
I wish to express with a fullness of heart
The hope: We shall meet again, after
we part.

James Martin Fox,

Service date, June 18, 1872.

The Problem of Economical Operation on the C. M. & St. P. Ry.

Frank Rusch, Supt. Motive Power—Lines West

Paper Read at Annual Meeting of Traveling Engineers

In this day and age economy seems to be a byword with everybody, and, rightly, too, since we have not yet quite recovered from the debauch and riotous times of the past five years. Some were so thoroughly inoculated with the spirit of those times that it seems quite impossible for them to get over it. They still practice their wasteful methods in handling their home affairs and that of their employer alike, hence it is very important that economy be preached and practiced by all in authority so as to convert the fellow who is wastefully inclined.

Economy as applied to the individual is not as far reaching as to the firm, nor are the affairs of the firm as complicated as that of the corporation or company. The individual has absolute control of his affairs and can regulate to suit his desires, be they wasteful or frugal. The firm's business as a rule is of so compact a nature that they can watch operations so closely that they are at all times in touch with affairs and are in a position to stop wasteful methods, and get the most for every dollar spent. They are constantly in touch with those they employ and can counsel and correct bad practices quickly.

With the corporation or company it is a vastly different proposition. When I take up the cause of a corporation or company I have in mind the problem of a large railroad such as ours and I will try to deal with the many methods whereby a loss may be avoided or a saving may be made. Their interests are entirely at the mercy of the supervisory staff they employ and upon their ability to select supervisors depends, to a great extent, their success. A good supervisor who will watch the interests of the company that employs him as zealously as he would his own is a very valuable man. While it is generally admitted the man who handles the purse strings or the watch dog of the treasury, is the man who drives the bung in the barrel, yet the man who directly handles labor and material is the one who can affect the real saving. If he is not watchful of his men to see that they are continuously and profitably employed throughout the period of their employment, a great waste of the company's money is sure to obtain and there is no avenue through which a loss can exist greater than that of labor. He should not have a man on the roll an hour who is not actually needed and profitably employed. He should not penalize the company for time not actually worked (penalty time or overtime) and should figure ahead in order to forestall a necessity for it.

At shops and roundhouses the loss of time on account of men not starting to work promptly and not quitting until the full eight hours is up, on a railroad of this size, is a matter of great importance. There are very few shops or roundhouses where all men start and quit work promptly and ten minutes per man per day is the least that we should figure in lost time, and on a district where we will say three hundred men are employed in the Mechanical Department at an average of, say,

fifty cents per hour, it means a loss of twenty-five dollars per day, or seven hundred fifty dollars per month from this one very bad practice, so you can see what it means on the entire system. Where it is possible a spread of shifts in roundhouses should be the rule so as to take care of the business at the most desirable or necessary time only. We have become used to continuous periods in roundhouses and believe it is to be a necessity and a little close figuring will show the way to work the spread or two shift system.

Supervisors should also watch closely the material question. We find vast quantities of usable material taken to scrap piles by men paid for keeping shops and roundhouses clean, known as janitors, these men having no knowledge of whether it is usable or not; then another man who is employed as material router is given a requisition on stores for material to replace that which should never have been scrapped. Foremen perhaps do not look into the material problem as they should and know the necessity for issuing a requisition. We see great quantities of perfectly good nuts of all sizes thrown in the scrap and new ones ordered to replace them, whereas, those removed should have been strung on a piece of wire, cleaned off in lye vat and used again. I would recommend that all supervisors watch both time and material and a great saving will result.

In the matter of supplies for locomotives, roundhouse foremen should check engine men up and have them explain the loss or damage to supplies given them and not hand out material promiscuously. All oil cans should be kept in repair and at a very small cost oil cans and oilers can be returned to service and avoid drawing new ones. This will also stop a waste of oil that a poor or leaky can causes. Supplies furnished a locomotive as well as other branches, are often of a very inferior quality and I am of the opinion that it is money wasted to economize in buying an inferior grade of goods. This is especially true in regard to receptacles for oil.

In shop practice the man directly in charge, i. e., the general foreman, is the man who holds the key to the situation. On him depends the economical operation of his plant and also the quality of work that plant turns out, always bearing in mind that it is just as easy to do good work as poor work and he will get from the men under him just exactly what he takes. He should expect all foremen under him to be continually on the job—watch every operation and see that there are no loose or lax methods practiced by the men of the different crafts. The general foreman should know that upon the class of work done in the shops depends the economical operation of the locomotive he turns out. A poor locomotive turned over to a division master mechanic is a source of expense to him rather than an asset, whereas a locomotive turned out in good condition is always a delight to those who operate it and also a paying proposition

to the operating department and the cost of maintenance stands out in bold relief against the poor engine. When a roundhouse foreman receives such a locomotive he should see to it that such attention and care is given it that will insure low cost of maintenance, and traveling engineer should also see that the engine gets a fair start and properly cared for by engine crew in charge. All this is very necessary for the economical operation of the mechanical department; and, by the way, the mechanical department is the big operation of the railroad. One of our greatest sources of unnecessary expense is poor work at roundhouse points. We so often find work reported to be done on engines trip after trip that had it been properly done the first time reported, much roundhouse expense could be avoided and possibly a better performance of the engine in service and a better feeling on the part of the man in charge. There is absolutely no source of expense or needless waste of money greater than what is termed "the repeater" and it should be stopped. I have known of a loose sand pipe having been worked on at each end of a division five times before it was finally made tight and it cost seven dollars and thirty-five cents in labor, to say nothing of loss of efficiency in the operation of the engine.

Proper lubrication of locomotives by engineers is of great importance. In the first place a locomotive with valves and cylinder packing dry, or improperly lubricated, will not handle its train properly, be it passenger or freight. In the second place, the consumption of fuel with an engine improperly lubricated is fully ten per cent greater than if properly lubricated. In freight service we either lose in tonnage handled or in time consumed in handling it; either one is a severe loss in money not earned or needlessly wasted. Because of insufficient lubrication the cost of maintenance or cost per mile run is high and it is because of labor and material required to make repairs to cut valves, worn cylinder packing, hot bearings, etc. The cost per mile run by a locomotive reflects directly on our payroll and decreases the net earnings. By giving engines proper care, engineers are in a position to keep cost of repairs down and when repairs are not necessary at roundhouses it means greater periods between shopping. When we have locomotives that make successful trips day after day it means the getting of trains over the road on schedule time and cutting out of overtime to train crew. Here we have this very objectionable feature of overtime coming up again and by having our power in good shape we can stop it so far as we are concerned. A great deal more could be said with reference to terminal facilities, shops, roundhouses, power houses, etc., that would have a bearing on the economical operation of our railroad; however, I have confined my remarks principally to the present facilities we have.

In summing up the case, I would say that we must have, first, good work turned out of shops. Second, proper care of locomotives at roundhouse points. Third, proper lubrication and care by engineer in charge of locomotive, and last, but not least, the conservation of time and material. If these four policies are carried out they will surely result in bringing about economical results in our locomotive department.

RADIO FOR EVERYBODY

VII. Receiver Assembly

The assembly of the receiver is here detailed, taking each element at a time. Note that the materials needed are listed under each step in the process separately so that you should carefully read over the entire list, combining until you are sure to obtain all the parts necessary to complete the job.

A. Panel Mounting

In the September issue, in Part V, the antenna series condenser was mounted on the fiber panel. The open space to the right, which was left bare, is now to be used. Here the Rheostat described last month in Part VI, the Grid Leak and Condenser of Part II of last May, and a special convenient connection for the headphones, will be mounted.

Materials needed:

- (1) Two paper clips cut to shape as in Figure 4-c of Part IV of last August.
- (2) Four 8-32 round head brass machine screws $\frac{1}{2}$ inch long with washer and 2 nuts for each.

used for convenience.

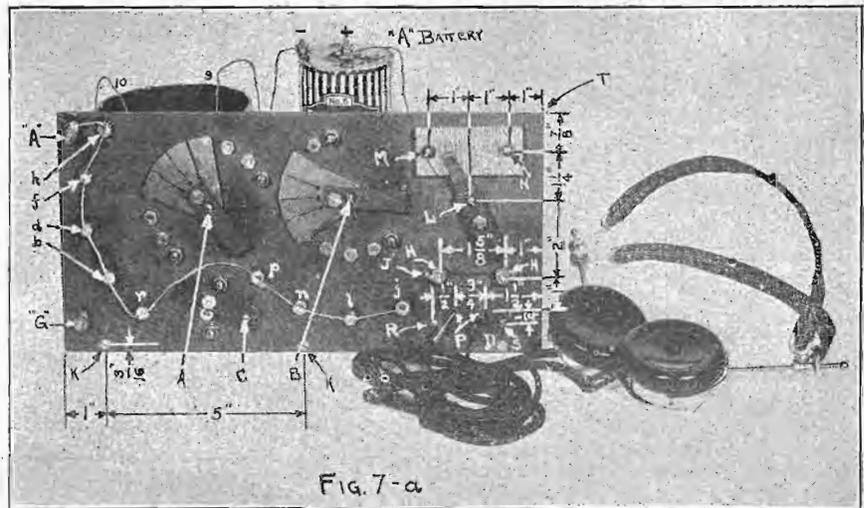
Starting from the upper right hand corner indicated as "T" in Figure 7-a, measure off the centers according to dimensions shown, for centers "M", "N", "L", "H-H", "P-P", "R" and "S".

Drill all these holes to $\frac{1}{8}$ inch except "P-P", which should be $\frac{1}{4}$ inch in diameter and enlarged a very small amount over that.

Apply the Rheostat block of Fig. 6-a as shown in Figs. 7-a, 7-b, and 7-c. This will be as at "M-N". Draw up tight on each of the two screws with one pair of nuts, and when firmly fastened, slip on the other pair without drawing up tight.

The copper contact of Figs. 6-b and 6-c, properly assembled as described in the article, should next be inserted in hole "L", placing the same in a manner similar to the method used for the antenna condenser plate contacts and as shown in Figure 5-d-III.

Refer back to Part II of May. The second fiber strip of the third from the last paragraph should now be removed.



Referring now to Figure 7-a of this issue, drill a 3-16 inch hole at terminal "A" and also at terminal "G" which may be located in the upper and lower left hand corners respectively. These should be placed about $\frac{1}{2}$ an inch in from either edge of the panel.

Using two of your 8-32 round head screws, insert them with round heads toward the back and placing a nut on each on the front panel face, draw up tight. Slip on the two extra nuts without turning down tight. The top will serve as the external connection to the antenna (or device used to intercept the radio waves), and the lower will be for external connection to the ground, (using a water pipe or rod driven deep into damp soil). The details will be given later as to the antenna circuit.

Save the two extra washers. These will be needed later.

Note that two terminal cap screws which were removed from an old dry cell, are shown in the picture in place of the two extra nuts just mentioned. There would be no difference in the action, merely being

This, with the penciled surface toward the front, should be properly placed over the corresponding holes drilled for the mounting of the same in the panel, or at "H-H". Placing the condenser behind the panel, thrust the two screws through the panel and fiber strip, fastening in place by the putting of a washer over each screw and drawing down tight as described in the third from the last and next to the last paragraphs of Part II.

In a manner similar to that used for the placing of the spring clip contacts on the under side of the socket as in Part IV, using the two just formed, and the two remaining round head screws, insert these screws, round heads on the front side of the panel, through holes "R" and "S" placing the two clips contacts so that when in final position, the tips fall back of the two small $\frac{1}{8}$ holes "P-P". These serve as metallic contacts to the nicked tips on the cord of the headphone set. Figure 7-a shows one inserted and the other tip resting at the opening of the other hole. This will now be known

as the phone jack.

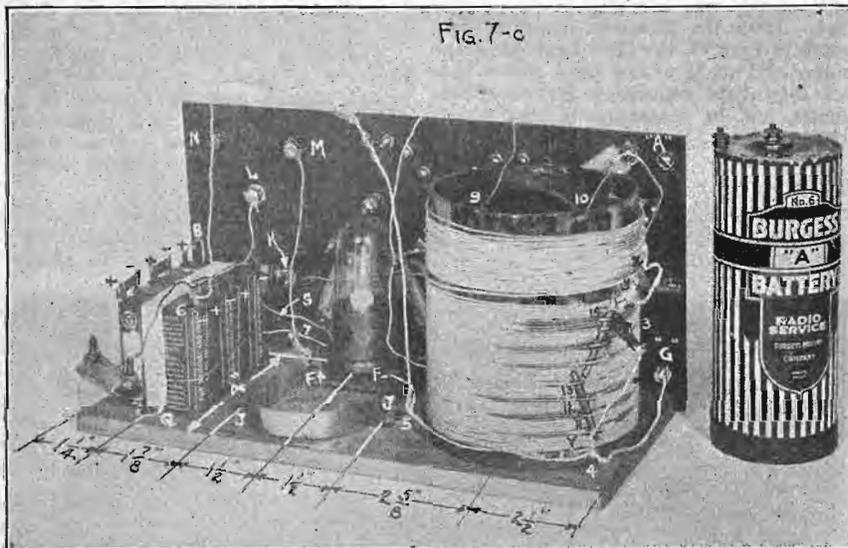
Drill the three base screw holes as at "K", "K", and "D". These should also be $\frac{3}{8}$ inches in diameter.

The parts of the antenna condenser as viewed from the front in the photograph, are indicated in the main, using the same designating symbols as used in Figures 5-a, 5-b, and 5-c.

B. The Base

Finish up a piece of clear pine of oak, making the dimensions $11\frac{1}{2}$ inches long, $5\frac{1}{2}$ inches wide, and $\frac{3}{8}$ of an inch thick. As soon as completed, shellac it on all surfaces.

Locate center "Q" $\frac{1}{2}$ an inch from one edge and $1\frac{1}{4}$ inches in from the adjacent side as in Figure 7-c. Locate also the center for the tube socket, 4 inches back from this same edge and $3\frac{3}{8}$ inches farther along from "Q".



Referring again to Figure 7-c, locate the center of the tuner $2\frac{3}{4}$ inches from either edge, and $2\frac{1}{2}$ inches back from the opposite end from which the center for point "Q" was measured.

If an oak base is used, it will be necessary to use a small drill, about $\frac{1}{8}$ or so, to seat the threads of the wood screws which will hold the panel to the base along the opposite edge of the base from which you just made measurements. The drilling will be in line with the panel screw holes as at "K-K-D" of Figure 7-a.

C. The Tuner

Materials needed:

(1) Two matches with active tips removed.

(2) One full length normal-sized hexagonal sided pencil, sharpened to a point at one end.

(3) One Dutch Cleanser or Kitchen Cleanser can or other can with heavy paper or cardboard sides for the cylinder and of the same diameter. This must still retain its cylindrical shape and be perfectly dry.

(4) Seventeen feet of covered No. 22 copper wire. This size is much preferable if it can be obtained. As a possible replacement, get 24 feet of the bell wire used for the original tuner in Part I, which would be No. 18 size copper wire.

(5) One small spring clip. This is indicated at 3 in Figures 7-b and 7-c. The one shown is a small Dennison paper hanging clip with the hooked end flattened out and shortened for connection. Any type

will serve which has a jaw held closed by a small spring.

In Part I, the group of turns of smaller number and at the top of the coil were designated as the "Tickler." Since the printing of that article, it has been found that a very convenient and easily constructed variable "Tickler" can be inserted. The added turns then available on the main body of the tuner can now apply in tuning to the higher broadcasting station wave lengths assigned since May 15th.

Connect the two adjacent dead ends of the two main coils just mentioned, cutting them quite short and twisting the bared copper tips tight together with pliers. This is indicated at "x-y" in Figure 7-c. These same leads when lead to the inside of the coil and out again for holding in position may be seen as such in Figure

as to divide the remaining turns into three sections, bringing you up to the connection for the upper coil at "x-y". The last hump is designated as 14 in the figure referred to. Scrape off a little of the insulation at each of these humps. These will be the taps for tuning, contact being made later when the set is wired up, with the spring clip listed in the material outline.

Half way between "x" and "y" and in the space uncovered from any windings, punch a small hole to drive through the lead pencil. This is indicated at "m" of Figure 7-b. Directly opposite as at "n" do the same thing. Thrust the pencil through using the point as an entering wedge. Twist the pencil a number of times to smooth the bearing holes and allow the pencil to turn a little more freely. Do not carry this too far as a little friction will be of use to hold the rotating Tickler "W" in any desired position.

Slice out a hollow cylinder from the Dutch Cleanser can. Do this with a sharp knife and be careful not to leave the edges where the cutting was done, ragged and weak. If the recommended wire size or No. 22 is used, the width should be a little over $1\frac{1}{2}$ inches. If the No. 18 bell wire is used, this must be broadened to about 2 inches.

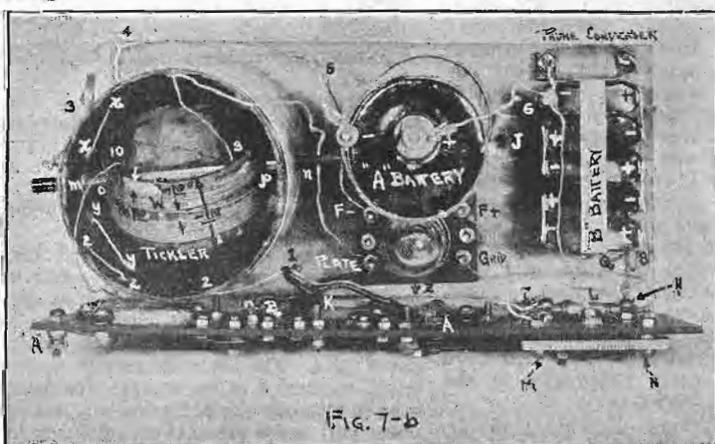
Remove the pencil which you just inserted in the fixed coil cylinder mounting, drive through the rotor cylinder as at "o-p" to form the axis for rotation. Be careful not to vary the cylindrical shape and *not* to twist the pencil when once inserted. The hexagonal surface will act as a pin to cause the rotor to turn with the pencil, which is desired.

Slip the pencil out and immerse this cardboard rotor in a paraffin bath in a manner similar to the treating of the original tuner as of Part I of last April. This is to help the cardboard hold its shape and prevent attack from moisture or dryness.

When dry, starting $\frac{1}{8}$ of an inch from one edge, wind 10 turns of the No. 22 wire as indicated leaving a 6 inch free end as at 9. To hold the free end, loop in and out and in again in a manner similar to that used in Part I for the holding of the free ends for the tuner.

7-b and are also indicated by "x" and "y".

Referring now to Figure 7-c, starting at the bottom of the tuner as at "Y", with a small round metal point, pry up the winding at every 6th turn, driving one of the matches underneath to hold the winding tight. Do this very carefully and on the



diagonal a little as shown. This is as at 11, 12, and 13. The first match should be cut off after it has been driven under four humps.

On the bias and slanted the opposite direction, drive the second match as before, under three more humps spaced 6 turns apart. The last two should be placed such

The 10 turns should bring you alongside the centrally located hole for the pencil shaft. Insert the pencil once more to use it as a guide, and cross over on the diagonal on the opposite side from the hole centers, such that 10 more windings can be added on the other half of the cylinder. This is necessary to allow the insertion of the pencil shaft. Loop the free end in and out and in again as before. Remove the pencil and dip quickly into the paraffin bath to hold the coil firm, removing at once so as not to coat the paraffin too thickly.

If the No. 18 bell wire is used for the rotating tickler coil winding, using the slightly wider cylinder, and starting closer to the edge than 1 1/2 of an inch, it will be possible to wind 14 to 15 turns on either side of the center. This would total 30 and if by crowding, two more turns or 32 total, can be had, do so.

Punch a small hole in the center of the base of the tuner unit. This will later be used for fastening the coil to the base board.

D. Phone Condenser

Build up a tin-foil condenser exactly similar so that of type (3) of Table 1 of Part III, of last July. This is noted as having a capacity of about 0.0005 microfarads. Make also, 2 or 3 condensers exactly similar to type (2) of the same table. When inserted in the circuit, this capacity value is very critical for best results and the type (2) condensers may be added in parallel to the type (3) to obtain best results.

As another alternative, you can construct the elements of a condenser the tin-foil strips of which are 2 1/2 inches long and the paraffined paper of a corresponding length. Inserting the same in the circuit with only one or two turns of the tin-foil and paper bundle rolled onto the fiber base, and the rest smoothed out on the table and held in place by a book for weight, by trial, sufficient reduction in length of tin-foil and paper can be made by the cut-and-try method, until best results are obtained.

The indications to the ear for this determination are noted later under the subject of the Operation of the Set. You will get good results with the type (3) condenser mentioned in the second paragraph back, but a little patience will evolve better than good results.

The position of the phone condenser is shown in Figure 7-b. In Fig. 7-c it is shifted to one side to show the method of mounting the "B" battery.

(Continued next month)

Terre Haute Division News Items

Roberta Bair

Born to Mr. and Mrs. A. H. Austin a girl, Mary Delores, on September 27. Congratulations.

Misses Ethel and Jessie Dick entertained with a benefit silver tea, Friday, October 5. The guests were the office forces at Hulman Street.

A fuel conservation meeting was held in the coach yard at Terre Haute, Friday morning October 5 at 10 o'clock when representatives from all the departments met with officials of the road and discussed measures to prevent waste of fuel. Thomas Baldwin of the Duplex Stoker company and H. A. Wolfe, fuel supervisor, addressed the meeting. Mr. Baldwin spoke on the operation of the stoker and Mr. Wolfe spoke on fuel conservation. The meetings for the discussion of measures to prevent waste of fuel will be held every month according to G. E. Passage, master-mechanic.

Miss Katherine Pfeiffer of the master mechanic's office motored to Chicago September 29, with Mr. and Mrs. Paul V. Brill. Miss Katherine reports a wonderful trip.

Terre Haute Division will soon be equipped with an up-to-the-minute first aid station. Plans are now under way for furnishing a room where first aid treatment can be given and where medical supplies can be kept on hand. A first aid team will

be formed of certain employes from several of the various departments. When a workman is injured, blasts from a whistle or a call bell will summon the first aid men to the office where they can treat the injuries of their fellow employe.

On account of the heavy business at present, another yard man has been put on the north belt. Robert Schub, former night yardmaster at Hulman Street yards, was promoted to the day shift on the belt and W. O. Wherrett, former conductor has been appointed night yardmaster at Hulman Street.

Due to an increase of about 25 per cent in business, about 50 engineers and firemen who have been out of work, have been called back. Six 8300 L-3 class stoker engines have been added to the rolling stock of the road. These will operate chiefly on the north end.

Two new storage tracks are being installed at the car shops at Hulman street.

Mrs. Harold Patton, clerk at the Hulman street roundhouse, who recently was operated on for appendicitis at St. Anthony's hospital, Terre Haute, is getting along nicely and is expected back on the job Monday, October 15.

The double track which is being constructed between West Dana and Bradshaw, Indiana and between Webster and Tallmadge, Illinois, is expected to be ready for service in November. The double track covers about 40 miles.

Frank Rose, former engine crew caller, who is suffering from tuberculosis, has been taken to the Vigo County Air Camp. Troy Graves of Latta, has been transferred to Terre Haute to succeed Mr. Rose as caller.

Mr. and Mrs. F. H. Van Etten attended the annual meeting of the A. R. A. at Colorado Springs, September 18 to 21 inclusive. Mr. Van Etten is supervisor of telephones, telegraphs and signals on the Terre Haute Division and was the only representative of the Milwaukee to attend this meeting.

Miss Alice Church has returned from a vacation trip spent in Kansas City and St. Louis. Miss Alice reports a splendid time.

G. E. Passage, master mechanic attended the master mechanic's staff meeting in Milwaukee recently.

J. H. McDonald, traveling engineer attended the convention of the A. R. T. E. association at Chicago.

"I. & D. Prairie Waves"

Joyce

Now that summer has gone, leaves have started to fall, potatoes, apples, n'everything are in the cellar and the farmers have left for California we will now settle down for the winter's grind.

Lot of changes on the I. & D. Division during the last month and many new faces have come to join us and we sincerely hope that those who have left for new territory will miss us as we miss them and the new ones will like us also.

F. E. Smoot, chief carpenter, has moved from Mitchell to Mason City to take V. Hanson's place, as Vic has been transferred to the H. & D. Division. G. B. Lawrence is the new chief carpenter at Mitchell.

GOING UP. R. H. James' clerk is now on second floor. No so bad?

We are all glad to see Conductor Bryan back to work after a week's illness. Can't do without you Geo. Don't let it happen again.

Anyone wishing to learn to sing "Barney Google," please apply at Marquette round-

house. We understand they have a special instructor.

It has been all figured out. Whenever you see anyone coming to work at noon with a sack. "It's a treat." Be on time. Mac was the latest, thanks to Kathleen Ann who has come to brighten the home of Operator McDonald.

Years do bring changes and oftentimes it is common to forget a face, but when a chief carpenter's clerk can go home at night and come down the next morning with a new hat and a real Irish smile and no one recognizes her—that's some change.

Harry Green has been appointed day roundhouse foreman at Sanborn while C. H. Bradbury has taken up the same duties at Mitchell. Adam Herbener from Mason City is night roundhouse foreman at Mitchell. Good luck to each and every one.

Call from Marquette. Lost or stolen while at Mason City, one good machinist. Kindly return to Marquette roundhouse, special delivery. Who ever thought Ken would miss his train.

S. M. West Notes

Ray H. Hoffmann

Dick Hopkins, ticket agent, at Sioux Falls, S. D., passed through Madison on September 22, while on his way to Boswell, S. D., where he spent the week-end visiting relatives.

Will Loomer, section foreman at Madison, S. D., on the S. C. & D. Division has been at the New Madison hospital for the last few weeks recovering from an attack of pneumonia and typhoid fever. Latest reports show his condition improved and we all hope to see "Bill" back on the job, within the near future.

Halver Severson, section foreman at Artesian, S. D., attended the seventh annual meeting of the Veteran Employee's Association of Milwaukee which was held at Milwaukee, Wis., on September 18 and 19.

Chris. Thompson, boiler maker, Jim Franklin, Engineer on No. 1 and No. 6 passenger between Madison and Wess. Spring. Joe O'Brien, passenger conductor on No. 1 and No. 6, and Dan, Lawler, passenger conductor on No. 211 and No. 216 on the Madison and Bristol line, all of whom are located at Madison, S. D., attended the Veteran Employee's Association of the Milwaukee at Milwaukee, Wis., on September 18 and 19.

Merle George, billing clerk at the Madison freight office, is back on the job, after spending a week's vacation in Northern Minnesota. Merle just missed the forest fires which have been burning in Northern Minnesota, the last two weeks.

A dandy new furnace of the latest type has been installed in the Madison passenger station to replace the old worn out one which has failed to give satisfactory service the past year. With the new furnace it will be easy to keep the station comfortable at all times as it has an automatic heat regulator.

Wayne Goudy, local storekeeper at Madison, S. D., was married to Miss Ruth Nerdahl, in California, during the latter part of September. The happy couple has returned to Madison, where they will make their home and Wayne is back on the job as usual, keeping the S. M. West forces supplied with necessary material. We extend the best wishes of the employes of the S. M. West. Wayne was very liberal with the cigars for which we all thank him.

THE MILWAUKEE MAGAZINE

Railway Exchange Building
Chicago

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

CARPENTER KENDALL, Editor
Libertyville, Illinois

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

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

Making the Railroad's Cause Their Own

On page 3 of this issue, our President quotes from a few of the many letters he has been receiving in answer to his invitation to employes to write him in regard to whatever efforts they have made toward spreading the real facts concerning the railroads and refuting the destructive propoganda that has been persistently broadcasted in regard to the railroad status. Mr. Byram considers this real co-operation because in this way employes are making the railroad's cause their own and are tackling it as if the business was their own personal interest. It is their own personal interest, as every intelligent and thinking railroad employe very well knows; because if the railroad is prosperous, the employe reflects that prosperity by continuous employment and the enjoyment of all the benefits of the regular paycheck. The more assistance we afford our Executive in his efforts to put the railroad in its rightful place on the upward scale, the more we help ourselves.

A Few July Magazines Wanted

The Editor has call for twenty or twenty-five July Magazines and the edition is entirely exhausted. Will anyone having a few left-over, be kind enough to forward same to the Editor at Libertyville. There are so many calls for every issue of the Magazine that we have difficulty in keeping up with the demand, but if at any point there should be a copy or two of the number asked for, it will be a favor if you will send them in.

Obituary

"Josh" Williams, veteran passenger conductor of the Kansas City Division died at Marion, Iowa, August 29th, having been stricken while on his train between Marion and Ottumwa. Mr. Williams was born at Canajoharie, N. Y., November 9th, 1852 and entered the service of this company in 1887, and has been since that time continuously in the passenger service between Marion and Ottumwa.

Beside his widow, he is survived by one brother and two sisters, all of whom reside in the East.

No man in railroad service had more friends than "Josh" Williams. Not only those who rode with him regularly, but the occasional traveler also always found him courteous and attentive. The trainmen and other employes of the company and the residents of the country towns through which he passed, were his friends; and all felt a sense of personal loss when they knew he had passed from among them.

Dumps Three Cars Per Minute

On September 18, according to a correspondent who timed the operation, a Milwaukee train crew at Raymond, Washington dumped forty-three cars of logs at the Sunset Timber Company's dump at that place, in thirteen minutes flat. He writes: "This is a single track dump with six car lengths elevated rail and two Donovan four-arm rotating pusher devices. The cars were standard C. M. & St. P. skeleton and decked type, equipped with patent bunks. The cars were handled in two cuts of 22 and 21 cars each by Milwaukee locomotive and crew in charge of Conductor Frank Zeal and Engineer W. H. Payne. The cars were tripped and dumped while in motion by Boomman John Dickson. This is their usual daily performance and no one connected with the operation knew they were timed." Some performance.

A Milwaukee Brakeman Saves a Northwestern Train

Brakeman William Taylor, Portage, Wisconsin, was instrumental in saving a C. & N. W. train from probable serious derailment recently; and while Mr. Taylor modestly performed the service in which he received some injury to one of his feet, he went about his business and no one would have been any the wiser concerning his commendable and timely service, had it not been seen by Mr. J. D. Beck of Waukesha, a passenger aboard the Milwaukee train.

Mr. Beck was on the Milwaukee train in charge of a carload of cattle. Just as the train was pulling out of West Salem, where the C. & N. W. and the main line of the LaCrosse Division parallel to Sparta, a Northwestern freight was also leaving, bound in the same direction. Brakeman Taylor on the Milwaukee freight noticed a broken brake beam dragging dangerously under a car in the C. & N. W. train, and likely to cause a derailment any moment. He dropped off his own train, hopped over the intervening fence and flipped the Northwestern caboose which was moving at about 30 miles per hour. The train was stopped and the beam removed. Mr. Taylor returned to his own train, but owing to the injury to his foot, received in getting over the fence to the Northwestern, he was out of service several days.

Sand

This poem, originally published some years ago, has been sought by a number of our readers, and by request it is republished in this Magazine with acknowledgements to "The Southwestern's Book," the Editor having no knowledge of the author.

I observed a locomotive in the railroad yards one day,
It was waiting in the roundhouse, where the locomotives stay,
It was panting for the journey, it was coaled and fully manned,
And it had a box the fireman was filling full of sand.

It appears that locomotives cannot always get a grip
On the slender iron pavements, 'cause the wheels are apt to slip;
When they reach a slippery spot, their tactics they command,
And to get a grip upon the rail, they sprinkle it with sand.

Its about this way with travel along life's slippery track,

If your load is rather heavy and you're always slipping back;
So if a common locomotive you completely understand.

You'll supply yourself in starting with a good supply of sand.

If your track is steep and hilly and you have a heavy grade,
If those who've gone before you have the rails quite slippery made,
If you ever reach the level of the upper table land,
You'll find you'll have to do it with liberal use of sand.

If you strike some frigid weather and discover to your cost
That you're liable to slip on a heavy coat of frost,
Then some prompt decided action will be called into demand,
For you'll slip down to the bottom if you haven't any sand.

You can get to any station that is on life's schedule seen,
If there's fire beneath the boiler of ambition's strong machine,
You'll reach a place called Flushtown with a speed that's simply grand,
If for the slippery places you've a good supply of sand.

—The Southwestern's Book.

Difference of Opinion

Guy E. Sampson

A carpenter stopped a moment to gaze
At a freight train passing by,
He envied the brakeman who sat on top,
And as he turned they heard him sigh,
"Nothin' to do but sit and look
At the scenery whizzin' by
With an occasional stop at a water tank
When the engine gets too dry.
I wish I had taken a job like that
When I was young and spry."
The engineer said, as he gazed at the man
Who worked with the saw and plane
"Now there is a man who is far better off
Than any man on this train.
He sleeps every night 'neath the very same roof

He is home with his family each night.
That's what I call takin' pleasure in life
There's not a 'Rail' but will say that I'm right."

The blacksmith said, as he drove home a nail

In the shoe of the farmer's horse
"I wish that I owned a team like this
And a farm to work with them, of course."

But the farmer replied, as he bit off a chew

From a plug he removed from its sack
"I wished I'd learned the blacksmith trade
For with the farmers, business surely is slack."

MORAL: What's the use of kicking about

The job that we've chosen to do,
Why not do our best, then say to the rest
I never would trade jobs with you.

New Rule for Our Employes

All requests for leave of absence on account of toothache, severe colds, and minor physical ailments, and on account of church picnics, weddings and funerals and the like, must be handed to the foreman in charge of your department before 10 a. m. on the morning of the game.—Houston.

Tracks for the Chicago Union Station Supported on Concrete

By JOSHUA D'ESPOSITO

Chief Engineer, Chicago Union Station Company, Chicago

(From *Railway Engineering and Maintenance, Chicago, September, 1923*)

The top of rail elevation of the station and approach tracks of the new Chicago Union Station varies from about 7½ ft. above to over 2 ft. below the water level in the Chicago river which is adjacent to the station site. The highest point is reached only at the south end of the layout and by far the greater part of the tracks are less than four feet above the water level. The blue clay encountered at that elevation is, of course, continually saturated, and consequently has low supporting power. For that reason considerable trouble was anticipated in holding the tracks in satisfactory line and surface with the ordinary type of track construction, particularly since the approach tracks to the old station, which were several feet higher than the new ones, had required what was considered excessive maintenance.

After extended investigation of the situation, which included loading tests on the subgrade and after consideration of the subject by the board of advisory engineers, composed of the chief engineers of the railroads owning the station company, it was decided to minimize maintenance expenses by adopting two types of concrete track support; one for use in the approach tracks and another for use within the trainsheds. As some of the new tracks have now been in service since November, 1920, with a maintenance cost that is remarkably low, it is believed



Completed Section of Station Tracks South of Harrison Street

to serve as a support for approach tracks and crossovers of the usual ballasted construction. The same type of slab is being used under the crossovers and approach tracks between the south end of the south station platforms (just north of Harrison street) and Polk street, under the tracks and crossovers between Taylor street and Roosevelt road, and from Canal to Harrison streets under the "joint tracks" used for transferring cars between the north and south yards of the development.

All necessary conduits and pipes are laid in concrete ducts below the subgrade, after which a six-inch layer of cinders is spread over it. This layer of cinders is rolled to a plane parallel to the required finished surface of the slab. No other subgrade drainage is provided, but a system of drains is being built to take care of water falling on top of the slabs. Precast inlets or



Completed Section of Approach Tracks North of Randolph Street

that this decision has been amply justified. The only maintenance that has been necessary is an occasional tightening of bolts; no tamping has been needed and no ballast has been added. On tracks similarly located and carrying the same traffic, but not supported on concrete, maintenance costs have been heavy, and the ballast has already required renewal. These facts are so convincing that it was decided to use considerably more concrete track support than was originally planned.

The types of construction used are not entirely new, as similar slabs have been used by several railroads, including the Long Island, the Pennsylvania and the New York Central. Construction similar to that in the approach tracks has been used under crossings and switches and in places where soft roadbed has required excessive maintenance, while the station track construction does not differ greatly from that used in several other stations, and in many tunnels.

Although the concrete track support in the Chicago Union Station is not unique, it is far more extensive than any installation with which the writer is acquainted. The total area authorized at present amounts to approximately 1,125,000 sq. ft. (25.6 acres) of 10-in. slabs of which nearly 860,000 sq. ft. is reinforced either with wire mesh or with deformed steel rods, while the remainder, which was used between tracks in the trainsheds, is plain concrete. This is equivalent to over twenty-one miles of single track slab 10 ft. wide.

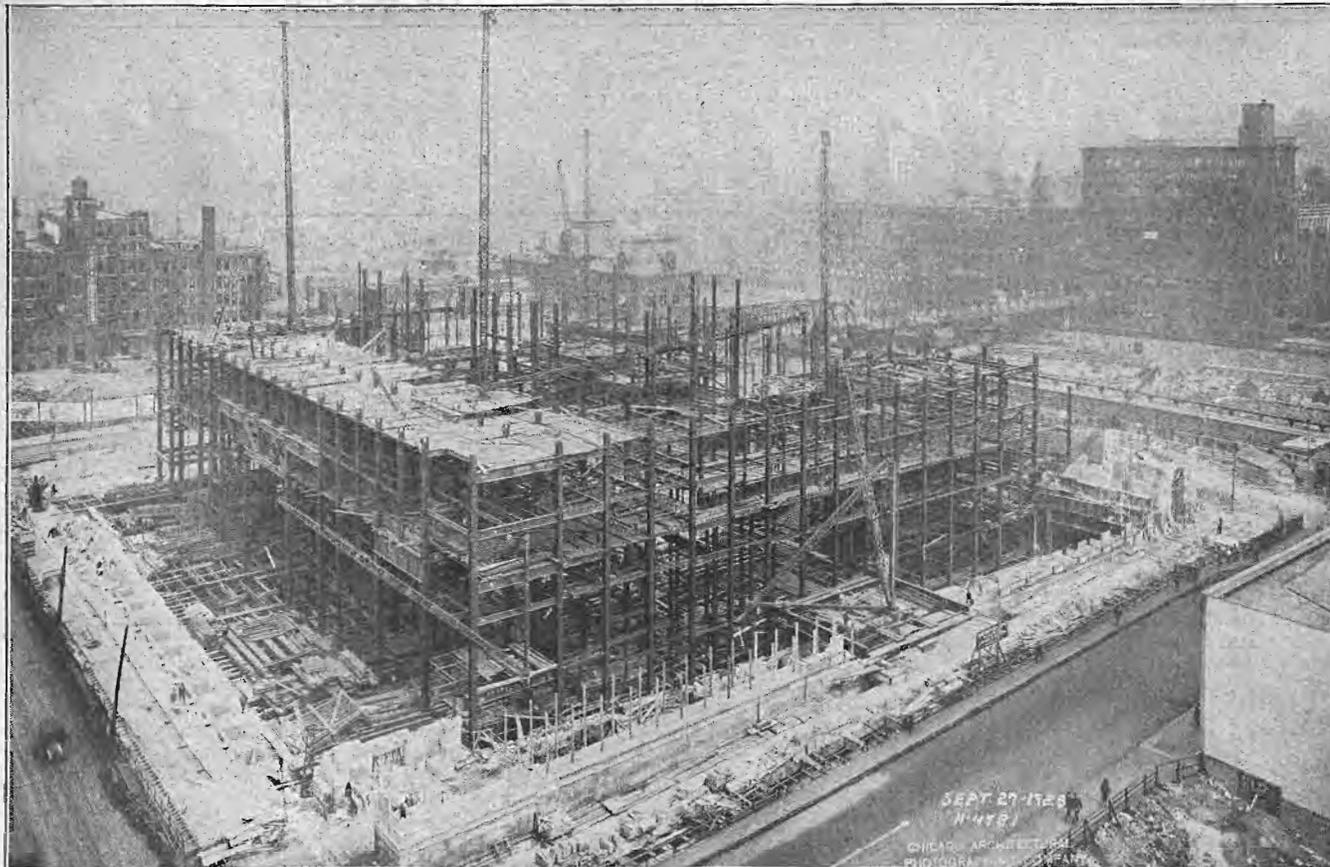
Approach Tracks of Standard Construction

Beginning near the east line of Canal street, about six hundred feet north of Lake street and extending south to the north end of the north station platforms between Washington and Madison streets, a 10-in. slab reinforced with wire mesh is being laid



Laying Station Tracks on a 10-inch Concrete Slab

catch basins are placed between all tracks at intervals of about eighty feet and the slabs are sloped so as to drain to them. The latter are connected to pipes running across the yard which in turn empty into longitudinal drains that carry the water to sumps located at the low points of each yard. Automatic electric pumps transfer the water from the sumps to the river.



Steel Framework in Process of Erection for New Union Station

are located in the center of each track instead of between tracks. Instead of ties in ballast, creosoted wood blocks 6 in. by 8 in. by 2 ft. 6 in. are set in a concrete roadbed resting on the concrete slab. The thickness of this concrete varies from 3 in. between the rails and below the blocks to 8 $\frac{1}{4}$ in. at the outside edges of the blocks. The concrete is a 1:1 $\frac{1}{2}$:3 mix. Alternate sections are placed as in the slab, care being taken to make sure that the joints coincide. Finishing is done with a wood float. Between the rails the surface is shaped to form a trough which carries the water to drainage inlets at 80 ft. intervals. This trough is finished with a 1:1 mix after the rest of the roadbed has been placed.

The rails are spiked to the blocks, using 6 $\frac{1}{2}$ -in. spikes and 11-in. by 7-in. by $\frac{3}{4}$ -in. tie plates, before starting to place the roadbed. Wedges are then driven under every sixth block to bring the track to grade. The gauge is held during construction by wooden struts spiked across between blocks at frequent intervals. After the concrete has been placed there is no further need of the struts and they are removed. The rails used on the station tracks are 100-lb. Pennsylvania section.

The concrete base slab used for the station tracks, reinforced with steel bars, has cost from 40 cents to 51 cents per square foot, depending upon prices of materials at the time the contracts were let. Approximately 420,000 sq. ft. of it will be used. This type of roadbed was adopted because of the ease with which it could be kept clean. The trains on these tracks will be running at low speed, which, it was thought, will eliminate any possible objection to the lack of resilience in the solid concrete construction. Some of these tracks which have been in place for several months have been serving as approach tracks for the present Union Station farther north and are handling heavy traffic at a much higher speed than they were designed for or will ever be required to stand when the station project is complete.

Plain Slabs Beneath Platforms

Separate platforms on opposite sides of each track are being provided for passengers and baggage. Each platform will serve two tracks, one platform being exclusively for passengers and the next exclusively for baggage. Thus there will be no interference between passengers and baggage trucks. Passenger platforms will be 13 ft. 9 $\frac{1}{2}$ in. wide and 8 in. above the top of rail; baggage platforms will be 10 ft. 9 in. wide and 20 in. above the top of rail.

In order to prevent the soft blue clay foundation from working

ment of the track slabs, 10-in. slabs of plain concrete of 1:3:5 mix will be laid between the track slabs and at the same elevation, thus making a continuous concrete pavement across the trainsheds. The space between these platform slabs and the platforms proper will be filled with fine stone screenings. Approximately 265,000 sq. ft. of this type of slab will be placed.

Conclusions

The first slab was laid during the summer of 1920, under the slip switches in the south approach tracks in the block just north of Polk street and was placed in service the following November. It was the ballasted type of construction. These tracks have been carrying 198 scheduled trains per day, each of which must back into the station before leaving, or back out after arriving. In addition there has been considerable transfer, interchange, freight and mail movement so that the total number of movements has been in excess of 500 per day. Under that traffic the ordinary type of track structure would have required heavy maintenance, which would not only have been expensive but would have obstructed train movements in a region that is congested at best. Furthermore the track would never be in as good condition as we are now able to keep it continually, at very low cost. The tracks in the block just south of Polk street do not contain any special work and were built at the same time (1920) as those described above, and of the same heavy ballasted construction, but without the concrete slab; they carry the same traffic. Ordinarily, due to the special work, track maintenance in the block north of Polk street would have been much higher than in the block just south; actually maintenance of the tracks containing the special work, and laid on a concrete slab, has been less than a quarter of that required in the other block without special work and without a concrete slab. This saving will pay for the concrete slab in a short time.

The effect of this type of track construction on the labor situation seems interesting to the writer. Ordinary section work does not appeal to American born laborers. In recent years we have had to depend upon immigrants for the larger part of it, and the limitation of immigration is bringing about a serious shortage in common labor. Maintenance of track construction on concrete slabs as used in the Chicago Union Station requires only a small proportion of the labor required for ordinary track maintenance, while that which is required is of a higher standard. In that way this type of track construction fits in well with the tendency of labor to move to work requiring more skill



Safety First Built Up From Self Preservation

Mr. Chairman, this subject lends itself so readily to the treatment of a popular paper that it has tempted me, perhaps beyond the proper discretion of a car knocker. However, I'm going to ask you to overlook all mistakes I make, for you well know that I might better be putting in a coupler than reading this paper, yet, once in every man's life, no doubt, it becomes his duty to champion some cause. To become its voice, as it were, and speak for it in season or out of season. While I heartily regret my lack of training, in that direction I am glad of the opportunity to talk about Safety First and I have taken upon myself a discussion of the status of this movement.

The great Safety First movement is built upon self preservation, the first law of nature. It is as ethical as the Golden Rule. It is as sound economically as the law of conservation of energies. It is as broad as humanity. The Safety First movement stands ahead of all the great movements of the world. It has been our pleasure to see this subject ably handled in our splendid papers preceding this, yet at the risk of becoming tiresome, I'm going to analyze the foregoing statements. I'll pick them to pieces myself and you practical men can put them workwise in the real discussion which is to follow.

I said Safety First was self preservation, and I will quote Dr. James, if I may, in an effort to explain just what this first law of nature is. "Self preservation" says the doctor, "is an animal instinct inherent in the lower animals and so pronounced even in the young that it is called the Safety Law of nature." The doctor goes further to explain how lower animals are born all equipped and self sustained. All they have to do is grow to maturity. They are taken care of apparently by great natural laws, but there are decided limits as to what they can attain. No one ever heard of a dog signing the Declaration of Independence, or of a horse inventing wireless telegraphy, while man, on the other hand, has but few of the animal instincts, he has to be taught everything. It is the psychology of this, that, and the other, and mind you, it is not only his mind that influences his actions, but his actions influence his mind also. The text book calls this apperception. It means reading experience into the things we see. At least that will define it for the present. One industrial engineer writing on the subject illustrates apperception as follows: A child looks at a piece of lace; what he sees is perception. A woman, whose finer muscles have been trained in making that kind of lace, looks at it with a deeper meaning. That is apperception.

All right, does not Safety First by its teachings of safe practices and methods tend to foster that which is inherent in the lower animals and lacking in man? Does it not, by constant repetition of its doctrines, and through its various agencies, implore us to develop safe habits, and thus save us

from ourselves? The superintendent has stressed greatly at times the importance of a man knowing his job and doing it the right way, the safe way. I have taken the subject out of his hands. However, my statements have not run counter to his. I'll pass on to the ethics of Safety First.

"Do unto others as you would have others do unto you." Here I want to quote from Mr. Clark's paper. He compared the strength of the railroad with that of a chain, as being measured by its weakest link. It is a fine illustration, and applies in more ways than one. Truly we are all linked together in the service of a great railroad, and the work of an individual, or his strength, reflects upon the whole good or bad. And again, what is a train but a lot of links in a chain? The link and pin may be gone forever, but what is a coupler more than an improved link? Yet we have an advantage over the weak link in a switch chain, in that of a train. We can place the weak links of a train where there is not much strain upon them, but the other chain on the division, which starts with the superintendent, the big link on the head end, running down through every department to the car toad, he's the little hood on the other end, there is no favoring the weak links. True, you can take a chisel and hammer and cut out a weak link and scrap it, but that won't work while the chain is in service. If the car inspector is the weak link and allows the weak link in that train to go on the head end, he's weakening the whole chain from the engine to the caboose, but he is also weakening the other chain of which he is a link or the hook, if you will.

I recall the old adage:

For want of a nail, the shoe was lost,
For want of a shoe, the horse was lost,
For the want of a horse, the rider was lost.

For the want of a rider, the battle was lost.

Does not that apply to the illustration at hand, and should we not say:

For the want of a bolt, the draft key worked out,

For the want of a draft key, the coupler pulled out,

For the want of a coupler, the train was delayed,

On account of the delay the business was lost,

For the want of the business the train was pulled off.

And so on right down to the car knocker himself or perhaps, the want of a grab iron cost the life of a trainman.

You gentlemen can see that I am being the goat. That chain will work other ways, and you can put it your way when you write your paper, but it is a negative suggestion. Might we not better say, by dint of thrift and Safety First practices, that the key bolts and Safety appliances are intact, the crew will handle the train without delay. That she arrives as advertised, the merchant will say "Some Service" and it's a big BOOST FOR BUSINESS. So much for the Golden Rule ethics and teamwork of Safety First. It is

an ethic as old and golden as holy writ.

I'll not dwell long on the economical soundness of the Safety First movement because it seems to dovetail right into the last subject matter. What is economics but the silence of the production and distribution of utility. What is utility but that which satisfies human desires. So as a last analysis is it not doing things for each other?

The law of conservation of energies, however, proposes that nothing shall be wasted. Cannot we see then, that Safety First methods tend to conserve the greatest of all energies, human life, and those of lesser importance, material things, equipment, commodities, and those things which sustain human life.

Gentlemen, they tell me that everything figured, these meetings cost about \$10.00 per minute. I'll only take about fifty dollars more of your money. I have but one more subhead to treat upon. That makes your movement stand foursquare. I said that Safety First is as broad as humanity. Just a word on that and I'm through.

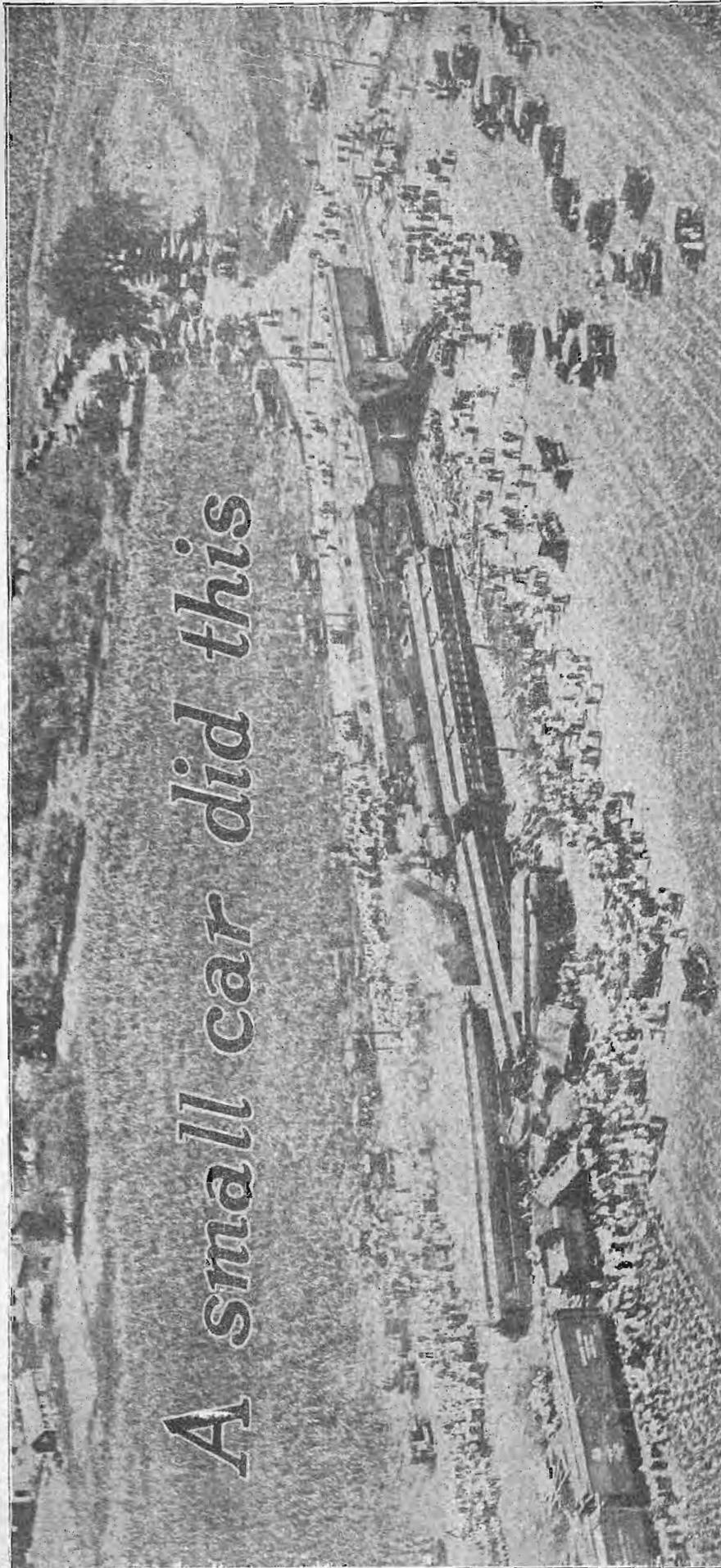
Mr. Chairman, this chamber of commerce, in which we are now comfortably seated has been the scene of many a like gathering. Business men from every branch of trade, I am told, meet and are represented here at various times, and what's more, they take credit for the well being of the whole community, but tonight the representation is from the business that holds all other business in the hollow of its hand. And if business serves humanity, then the railroads serve all business, and just as the railroads are bigger than all other business, so their great Safety First movement is bigger and broader than all the other movements. It's effects reach out over the states, being felt by all within the service of the Railroad. Is it not then, gentlemen, worthy of our most earnest efforts, even though it seems to put upon us greater responsibilities? Are they not commensurate with the greater performance of duty in this great epoch making movement.

Thank you gentlemen.

Car Foreman, Paul Russek,
Joliet, Illinois.

Let Safety First Begin at Home

The Safety First Movement dates back a number of years. On the Chicago, Milwaukee & St. Paul it began in the year 1912. Since that year a remarkable showing has been made in the decrease of the number of accidents and deaths. The ratio of the number of accidents to the number employed cannot be accurately expressed on account of the decrease in accidents on this Railroad is about 65 per cent. In my brief article I cannot cover the many diversified industries with which this movement is connected; but it can safely be stated that coming under its scope are millions of laborers and thousands of industries. Past results have proven the wisdom and justified the existence of the Safety First movement. It



A small car did this

is founded upon the principle that an ounce of prevention is worth a pound of cure; that most accidents can be avoided; that no life or limb so lost can ever be fully compensated for. Among fellow employes and workers we owe it to ourselves on the broader application of the theory that we are our brother's keeper, and should prevent accidents to others, we should remember that the pain of an accident is not confined to the injured alone but extends to those responsible for the accident and to the dependents of the injured. We as employes of a common carrier or railroad are interested in two particular phases of the Safety First movement. One is among ourselves as employes; the other is the public that patronizes our road. I believe with the first phase we have accomplished much good; this is probably due to the discipline and co-operation in our own ranks; with respect to the public we have not done so well likely for the reason that discipline and co-operation from public is not so easily forthcoming. The thing I desire to emphasize this evening is that we must keep up a vigilant campaign to maintain our present showing and make inroads toward a better showing.

Safety First like charity, ought to begin at home; There, we usually find a most fertile field: by cultivating the habit at home we will practice it away from home either in the service of a railroad or when driving an automobile on a congested thoroughfare. Man like an ape, is an imitator, practice carelessness and your co-worker is likely to do the same; practice safety first and likely he will imitate you; since it is largely a habit why not adopt the safest habit? When we see a person exposing himself without cause, to danger and risk we usually do one of two things; either repeat same act or correct him. How unfortunate it is that too often many of us do the former and here is the field of usefulness of the Safety First work, in correcting the person who exposes himself without cause to loss of life or limb.

If we are to keep up this work we should assume it our duty to caution others and aid in their reformation. A great many of the commonest accidents and their causes have been discussed quite fully at previous meetings; this does not mean that we have covered the entire field for every month develops some accident, a little different from any previously reported; for this reason it will not do for us to assume that our work is completed.

The complex nature of railroad work will continue to bring to our attention new angles in this work and suggest the prevention of new accidents. Only by a systematic analysis of accidents and the causes thereof and a campaign of education can we combat this menace. We know the causes of and the cures for contagious diseases; we know the same of accidents; the difference is this; we are immune from certain diseases twice but never immune from accidents twice. Even in slight injuries the loss may be considered three fold; first the punitive loss; second the financial loss to the injured caused by loss of time and medical attention and third the loss to the railroad company which is usually asked for adjustment.

Too much emphasis cannot be laid upon minor affairs which cause accidents; some times an injury from a protruding nail assumes dangerous proportions; the ultimate danger of this principle is forcibly illustrated by a concrete example of an

accident in the state of Minnesota where recently when a tourist attempted to beat a passenger train over a grade crossing, the car was struck by the locomotive, thrown against a switch post; the force of the impact turned the switch: the locomotive continued ahead but the baggage car and passenger cars jumped the track at the switch and piled up in a hopeless wreck on top of a freight train. A dozen persons were killed. The verdict of the coroner's jury laid the entire blame on the car driver. The consequences of this accident from merely striking a small automobile, were so appalling that the statement seems incredible; at the close of this paper I shall introduce an actual photograph of this wreckage which speaks better than words of the result of a small auto being hit by a passenger train locomotive traveling 40 miles per hour. We cannot control the movement of reckless auto drivers; all we can do is to preach and practice safety first at all times. The only remedy for grade crossing auto accidents is by the complete elimination of grade crossings and substituting over head or

under ground crossings, this is not possible in the present generation. The cost would run into billions; even if the public were willing to pay for it in increased freight rates the actual physical task could not be accomplished for years. These deaths are caused by a mistaken idea of the responsibility; the public must learn dearly to accept its own risks, responsibility and consequences of carelessness.

An engineer on a well-known eastern road on July 29, 1923, near Terre Haute, Indiana, in trying to make up time struck two separate automobiles at different spots and different hours, killing five persons the first time and nine persons the second time all within the distance of one hundred miles.

Time will never efface from his memory the pictures of horror. In his report of the affair he said: "I had engine 1100, about the usual equipment, close to 750 tons; launch this steel projectile at a speed of fifty to sixty miles per hour against an object like an automobile and you have something frightful to talk about; the autos along my trip that day were going and

coming in both directions, like strings of ants, from my cab window I could see drivers chancing death many times, all signals from my whistle seemed to be ignored by the drivers; some raced to the end of the ties to give me a thrill; on this day I got many such thrills. Add to this the fact that I make 13 round trips per month over my division and you have some conception of the experience of a locomotive engineer running through a country thickly populated and where the auto traffic is dense."

The experience of this locomotive engineer is probably the same as that of hundreds of others. In the large cities it is being duplicated daily in the number of automobile accidents. To keep up with the increased traffic there must be a corresponding increase in our efforts in this Safety First movement to prevent accidents. Stop, Look, Listen are three short words; when observed they mean sense and safety; when disregarded they mean misfortune and sorrow.

M. A. Tripp,
Trans-Missouri Division.

Car Department Standard Practices

Being Article No. 7 of a series dealing with the work of the Car Department

A train was descending the tremendously steep grade of a certain mountain, when a lady passenger of a very inquiring turn of mind asked the special conductor of the open observation car—"Conductor, if the brakes were to fail, where would we go?" The conductor explained that the brakes were practically infallible—that a failure of them had never been known. "But supposing they *did* fail," insisted the lady, "where would we go?" The conductor again hastened to explain that on the particular train they were riding a complete second braking system was provided, and that would at once be resorted to. "But supposing they *both* failed," the lady persisted, "where would we go?" The conductor gazed into the enormous canyon below them, and took a deep breath: "That all depends upon what kind of life you've led," he replied calmly.

The success of our equipment in operation is dependent not so much upon what is being done today, as what has been done in past years. From a mixture of equipment of various designs as the result of consolidation of many railroads into the Milwaukee system, to the much desired standard car, is a long road strewn with difficulties that might easily dishearten even the most determined. The benefits of the work of today will in most cases be reaped by those who come after, and not by those who perform it.

The various railroads of the U. S. A. have formed an association known as the American Railroad Association, and this organization sets standards for all classes of railroad equipment. Where these standards can be definitely and immediately adopted they become rules of the association, but in other cases they are recommended practices. As time goes on more and more recommended practices become rules, or in other words become standard practices, but often much preparatory work is necessary by the individual railroads before this becomes practicable.

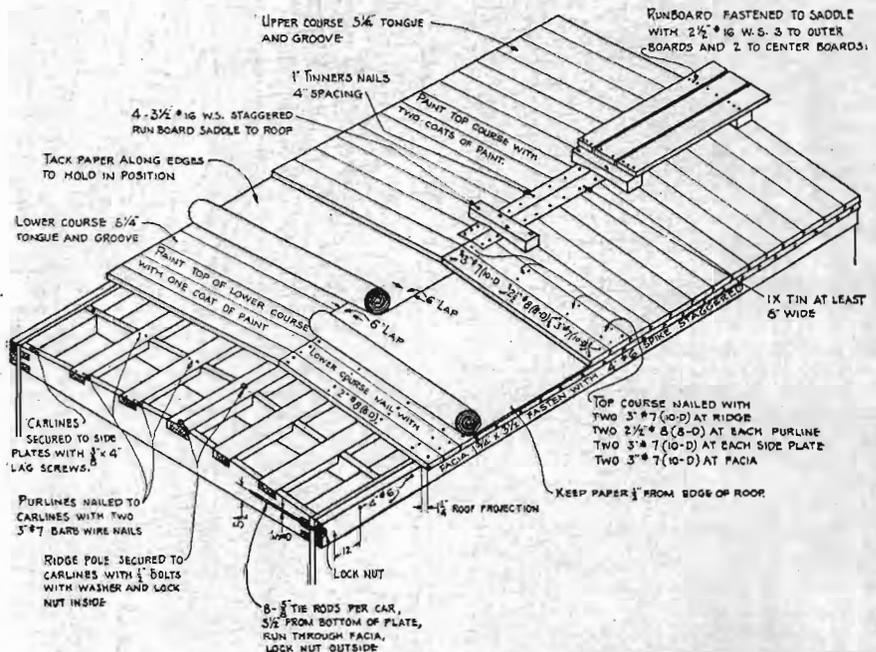
Standard practices in the car department are all steps towards that great goal—a standard car. The association's manual of standard and recommended practices is a book of 500 pages, constantly kept up-to-

date. For car construction it lays down 25 fundamentals, and in designing equipment we embody these and as many recommended practices as are practicable in keeping with the association's rules for settlement for cars dismantled or destroyed on foreign roads, etc.

Construction, however, is not our greatest difficulty. It is in the reconstructing

or screws to be used at each part of the roof, the exact distance of overlap of the paper between the two roofs, etc. A plastic roof, it might be explained, is a double board roof, with waterproof paper in between.

As time has gone on we have developed literally scores of standard practices, and it has not been any simple matter to im-



of cars, or in their repair, that we are required to give the greatest consideration to standard practices. Experience has shown that in putting in coupler yoke rivets the best results obtain from heading one rivet on one side and the second rivet on the opposite side, and this therefore has been made a standard practice. There are very many ways of putting a plastic roof on a car, but as a result of study and experience we have found there is a best way. A detailed instruction has therefore been sent to every repair point on the system, showing even the various sized nails

part them to supervisory forces at all the different places concerned on so large a railroad as the Milwaukee. The mechanical engineer issues blue-printed circulars, accompanied by necessary drawings, to cover each standard practice adopted, and every foreman on the system must be in possession of a full file of these circulars, which are numbered consecutively and indexed periodically. To merely be in possession of the circulars, however, is not sufficient. The foreman must read them



Fire Prevention

During the seven days, October 7 to 13, the nation celebrated Fire Prevention Week in commemoration of the catastrophe which visited Chicago October 9, 1871. The story of that most spectacular and ruinous fire is pretty well known; commencing in a squalid part of the city from an over-turned lamp and fanned by a brisk wind until it had practically consumed everything burnable in its path, an area of about three and one-third square miles, going no further only for the reason that having reached the then north limits of the city there was nothing left to consume. The number of buildings destroyed was 17,450—the estimated financial loss, not including depreciation of real estate or loss of business, was One Hundred and Ninety Million Dollars. There were two hundred persons killed and about one hundred thousand rendered homeless.

The eyewitness and losers by that fire needed no great campaign of Fire Prevention, but too many of our people today refuse to realize the enormous destruction for which this Red Demon is responsible and persistently fail to take common sense precautionary measures to prevent fires.

The National Fire Protection Association is sponsor for statistics which show that fires in the United States each year take a toll of fifteen thousand deaths and fifty thousand injuries, with financial loss amounting to Six Hundred Million Dollars a year, or more than the value of the entire production of coal, silver, copper and petroleum.

The annual per capita fire waste in the United States is \$5.20; in Europe it is 33c, cause: Europe has better construction, less carelessness and increased responsibility. The prevention of fires is wholly a matter of education. Experience proves that at least 75% of all fires are avoidable, principally by the exercise of greater care on the part of all concerned.

An ounce of fire prevention is worth a pound of fire extinguishment. Since fire loss constitutes so great a drain upon the resources of the country, everyone should regard it a duty to take every consistent action to prevent fires. For instance, ask yourself the following questions:

- 1—Are there any accumulations of dirt or rubbish on the premises?
- 2—Is there any unnecessary combustible material in the yard or court?
- 3—Is there any oily waste or other greasy material outside of approved waste cans?
- 4—Are there any broken windows, plastering, partitions, flooring, or other similar defects?
- 5—Are any aisles obstructed?
- 6—Are any entrances obstructed?
- 7—Is any woodwork or other combustible material too near steam pipes, boilers, flues or furnaces?
- 8—Are there any open flame lights near combustible material?
- 9—Are there any broken electric fixtures or loosened wires?
- 10—Are electric cords looped over nails or in contact with any other metallic objects or surfaces?
- 11—Are any electric fuses replaced by wire or other improper current-carrying materials or devices?

as to be in a position to instruct his men over carefully and study the drawings, so how to put them into actual effect. Traveling M. C. B. inspectors, special representatives and others are constantly checking up points to see that standard practices are being properly adopted, and this very object accounts for quite a percentage of the tens of thousands of miles the Master Car Builder is required to travel each year.

A standard practice might therefore be termed a "settled way of doing a thing." To the uninitiated, and even more so sometimes to the partly initiated, the way in which carmen will handle a job may seem peculiar. But investigation will show that a very substantial reason exists for

the method. There is a standard method of cleaning the outside of passenger cars—a standard method for cleaning the inside of them. There are standard markings for cars, standard painting, standard method of handling oil lamps, recovering journal packing, applying brasses, packing hot boxes, welding lock-blocks. There is a standard method of piling brasses, storing of paint, and for icing cars. One could keep on almost indefinitely. All these standards are the results of study and experience, and in certain cases experimentation. Outside the mechanical department they probably appear comparatively trivial matters; in reality, they are of the greatest potential value. They represent "all we know."

- 12—Are fire doors or shutters ever left open at night, or on Sundays or holidays?
- 13—Are fire escapes obstructed, broken or out of order?
- 14—Are there any violations of rules on smoking?
- 15—Are all water pails, hose, nozzles and chemical extinguishers in place and in good condition?
- 16—Are any sprinkler heads coated or corroded?
- 17—Are any sprinklers obstructed by partitions, piles of goods, etc?
- 18—Are any sprinklers or sprinkler pipes exposed to freezing?
- 19—Where is the nearest fire alarm box?
- 20—Do you know how to sound a fire alarm?

The Automobile and the Railway Highway Crossing

Some months ago we carried in these columns some comment on the recklessness of the automobile driver who attempts to beat a speeding railroad train to the crossing. Sometimes he succeeds, oftentimes he does not. When he does not either he and his guests are killed outright or they are more or less badly injured. A term in the hospital is a wonderful cure for the speed mania, but it would rather seem that the horrible example of the other fellow should be shock enough without having to undergo the experience oneself.

Statistics of our Personal Injury Department show that for the period of one year from October 1, 1922, to September 30, 1923, on Lines East of Moberg alone we had 389 such accidents, in which 37 persons were killed and 236 injured. Of these 389, 263 occurred in daylight, 126 after dark.

It is rather general opinion even though admitting the guilt of the motorist that he is always the one struck. This is not so, as the statistics further evidence that in 129 cases, or one-third of the above total, the auto actually struck the train, 30 running through gates or past flagmen.

Emergency Radio Communication

Our Operating Department has recently entered into a very satisfactory arrangement with the Westinghouse Electric & Mfg. Co., operating the Radiophone Broadcasting Station "K Y W" at Chicago, whereby they have promised in case of interruption of wire service to assist us by the use of their receiving and sending apparatus to keep traffic moving. Assistant General Manager Bradshaw in a circular dated October 12 calls on superintendents, agents, and others to post themselves in order to be able to take advantage of this service when needed. Merely get in touch with an amateur sending station that can reach "K Y W" with your message.

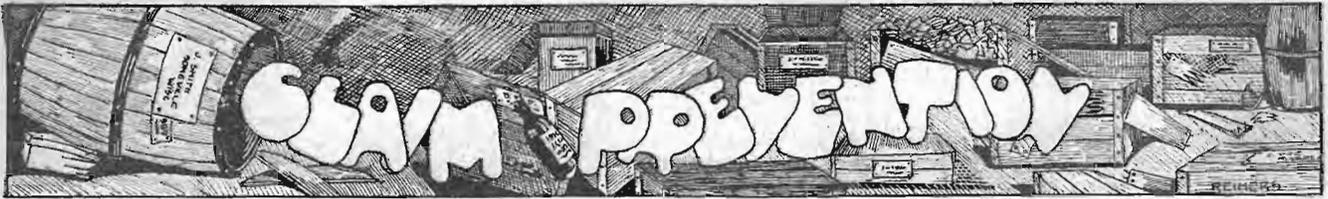
Bad Order Car Situation

As of October 18, 1923, we had 5,393 bad order freight cars, or 6.1% of total cars on line, this comparing with 10,090 cars, or 12.5%, last year. The railroads of the United States as a whole show a percentage of 6.7% on October 1 as compared with 15.6% a year ago.

To the Memory of My Dear Friend and Brother, Joshua S. Williams

God's will is done; your spirit's fled;
Thy mortal mould is cold and dead.
Before He called, He had a place
For thee to fill, with heavenly grace.
The grave will not contain thy soul,
It's gone to Him, 'twas on His Roll,
Thy resting place will oft be seen,
Because the "sprig" will keep it green.
Your cherished memory, always dear,
Will not efface by passing year,
Your honor, virtue, and goodwill,
Lives on although your body's still.

J. W. Calvert,
Agent, Ottumwa,



Freezing

We have now entered upon the season of the year when extreme care must be exercised in the handling of perishable freight, to avoid freezing damage.

For your guidance I am giving the following quotation in regard to the standard ventilation rules taken from Supplement No. 2 to Circular No. 20, Code of Rules for Handling Perishable Freight:

Rule 39-A cancelling Rule 39:

"Standard Ventilation" means that the position of all ventilating devices shall be as follows:

"Close all vents when outside temperature falls to 32 degrees above zero; open all vents when outside temperature rises above 32 degrees above zero"

NOTE—Cars arriving at division or terminal points with ventilators open and hatch plugs out at a minimum outside temperature of 28 degrees, or with ventilators closed and hatch plugs in at a maximum temperature of 34 degrees, will be considered as having been safely and properly handled in transit, but ventilators and plugs must be properly adjusted upon arrival and readjusted before leaving (if necessary) in accordance with the above instructions

EXCEPTION—ON PINEAPPLES AND TOMATOES, CARLOADS, the following will apply:

"Close all vents when outside temperature falls to 40 degrees above zero; open all vents when outside temperature rises 40 degrees above zero"

NOTE—Cars arriving at division or terminal points with ventilators open and hatch plugs out at a minimum outside temperature of 38 degrees, or with ventilators closed and hatch plugs in at a maximum temperature of 42 degrees, will be considered as having been safely and properly handled in transit, but ventilators and plugs must be properly adjusted upon arrival and readjusted before leaving (if necessary) in accordance with above instructions.

The way-bill on cars moving under "STANDARD VENTILATION" instructions should carry notation as follows:

"Standard Ventilation: Close all vents when outside temperature falls to 32 degrees above zero; open all vents when outside temperature rises above 32 degrees above zero."

NOTE 1: The term "Ventilating Devices" or "All Vents" will include hatch-covers, hatch-hoods, hatch-plugs and other ventilators.

NOTE 2: When cars are moving under way-bills which carry notation "Shippers' Protective Service Against Cold", without any other specific instructions on billing, or any caretaker in charge, such cars will be handled under "Standard Ventilation" as above provided. (See Rules No. 40 and 42 or reissues). Same will apply to "Carriers' Protective Service Against Cold" except as may be otherwise provided by rules of individual carriers. (See Rules 40 or 43 or reissues).

NOTE 3: It will be considered an exercise of good judgment on the part of local inspectors, yard clerks or other employes at terminal points when, having reliable information in advance that a car will soon encounter severely cold weather, they put plugs in hatchways, close hatch-covers and all other openings of such cars at such terminal before sending car forward, making proper record and report thereof for use in defense of such action.

What Shippers and Receivers of Freight Can Do to Assist Carriers in Reducing Loss and Damage

Every shipper who has not heretofore given the subject attention, can help greatly in the handling of their products, preventing delay as well as overcharges and irregularities, by grouping the classifications on bills of lading, placing all first-class items together, all second-class items together, etc., in order that the railroad bill clerks may readily bulk the rate, the weight and the freight. This saves delay in billing and handling, and, of course, it helps the shipper as can be testified to by those who follow the practice.

To lessen the inclination of freight handlers to use a tag as a handle, many firms shipping sacked goods have followed the practice of fastening the tag in the usual manner and then basting it to the side of the sack or bale.

A perfect package may not reach destination unless the billing thereof is likewise perfect, and this applies as much to the Billing Department of the shipper as it does to that of the railroad. Illegible billing usually results from speed—speed usually results in abbreviations—abbreviations usually end in trouble. In nearly every case bad work on the part of the bill clerk results from abbreviations, therefore, any attention given to that phase of moving freight will be helpful.

The practice of placing a consecutive number on boxes, when two or more constitute a single consignment, is a great help in keeping track of shipments such as tobacco, dry goods, rugs, spices, household goods, especially when several consignments for the same consignee be from different shippers carrying packages of different value. Mix-ups in such shipments give rise to endless trouble and expense.

It is further suggested, in the interest of proper checking, that where shippers find it advantageous to use consecutive numbers, it is a great aid to the checking of freight when the number is shown in large figures on each case, and directly following the consignee's name.

A great many firms now cut their own stencils for the marking of packages. It is not a difficult matter in cutting stencils to add the street address, and if such firms will arrange to do this for their customers who live in large cities, they will serve their trace to better advantage, and incidentally will help the railroads in giving better service.

The matter of stenciling brings up the thought that the larger the lettering in the stencil, the more effective the marking on the package. Therefore, freight claim prevention committees have consistently suggested that wherever possible, large stencils be used.

Shipping clerks can hardly be blamed for having impressed upon their minds the trade names of the articles they are handling, but it is very difficult for the railroad man in checking such freight. A case of "Fairy" may mean a box of soap to one railroad man and may mean almost anything to another. It should be billed a "Box of Soap", which shipping clerks are prone to bill under the trade name rather than the commodity name.

Any shipper willing to add the street address in cutting stencils for marking to customers in large centers where one particular road may have from two to ten freight houses scattered over town, will help the railroad and will certainly serve his trade to better advantage.

Suggestions for the Mailing of Boxes

The sufficiency of the container or the packing thereof is proved at destination. The shipment tells its own story at the end of the long haul. The claim man is prompted by experience to suggest that failures in transportation can result from faulty packing. Any plan that will bring into the packing room the conclusions of the customer who unpacks the goods at destination will serve the same ends sought by the carrier when it urges its employes to report the causes for damage as they see it in the light of their daily experience in handling freight.

All the space within a case or box should be occupied and solidly so. In other words, the contents must help support the box if it is to stand its share of the stresses created by the weaving of the contents of a loaded freight car as a result of the subsidiary oscillating action under movement in hundred-car trains.

Grapes

Reports indicate that we will handle this year more carload shipments of grapes than ever before.

The movement of this commodity runs from August through to November.

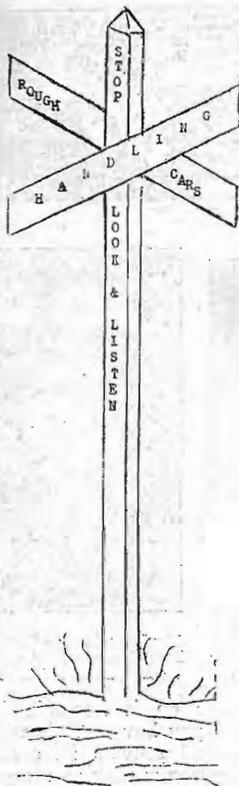
Grapes represent 6 percent of our total fruit and vegetable movement, but last year they contributed 18 percent of the total amount of claims paid on fruits and vegetables.

Delay and rough handling are the two causes creating the largest part of the loss and damage to grapes.

Extraordinary care in the handling of this commodity is necessary to prevent loss.

"Rough Handling"

A Few Smiles



STOP — the careless and rough handling of cars by train and yard crews. This cause alone cost the railroads over eight million dollars in loss and damage claims during 1922, and for the first three months of 1923, two million dollars.

LOOK — into this feature of your handling and earnestly consider what it is costing your Company in addition to the above amount paid for loss and damage claims. For handling bad order cars from train yards to repair tracks.
 For the cost of transfer of freight from cars bad ordered to other equipment,
 For unnecessary per diem,
 For repairs to equipment,
 For delay to freight,
 For loss of car earnings,
 For loss of car miles per day,
 For loss of business during car shortage,
 For loss of public favor occasioned by inadequate car supply.

LISTEN—Are you endeavoring to make every effort to cut down unnecessary expense due to careless, indifferent and rough handling of equipment.

Help Us to Reduce Loss and Damage —It Can Be Done.

1. Ride cars home. Reduce speed to two miles per hour at time of impact.
2. Stay where you can be seen by engineer when giving signals.
 - (a) Give the engineer a chance by the use of steady or car-length signals.
 - (b) It is best to give all signals on engineer's side.
 - (c) Give signals plainly and in time —it will save many a hard lick.
 - (d) Wash-out signal is supposed to be used only in case of emergency.
3. Be sure car has good brakes before cutting off on hump or gravity tracks.
 - (a) Tank cars under load should not be cut off on hump or kicked in flat switching.
4. Check freight closely into and out of car.
5. Make proper record on way-bill covering shipments destined to non-agency stations.
6. Level freight down in car before leaving station.
7. Load flour and meal in cars with clean floors.
8. Trainmen are both car inspector and repairmen while on line of road.
9. No one is in better position to prevent rough handling than the yard master.
10. Place live stock where it will have free circulation of air.
11. Avoid delay.
12. **PREVENT CLAIMS."**

THE COMMITTEE ON FREIGHT CLAIM PREVENTION

Lewis Pilcher,
Secretary.

West I&D Inklings
Dott

Well old Jack Frost visited us last night and consequently it is rather cold this morning.

Mile-a-Minute we hear you are wed. Best wishes to you. We have always read your "stuff" and enjoyed it immensely.

Can it be that conductors sometimes see double? It must be, for when they see an owl sitting on a fence post they see one at the same time in the top of the Ford sedan in which they are riding and we don't know which one they aimed at but anyway there is a hole in the top of the Ford.

We wonder why—

Conductor Grace doesn't like the Kimball hill anymore?

Engineer Joe Malone doesn't smoke his new meerschaum pipe?

Mat Jarnig isn't runing his car of late?

Engineer Ed Smith and wife and son John are enjoying a vacation in Oklahoma. During Mr. Smith's absence Engineer Jim Johnson is down here running No. 103 and 104 to Rapid City and back.

If somebody's eye is as bad a 'ooker' as the fist that hit it then we feel sorry for that somebody.

Has anybody seen the captain of the U-boat?

Stationary Fireman Benj. Morrison and wife returned the first of the month from a vacation trip to Puyallup, Wash., where they visited with Mrs. Morrison's sister and brother-in-law, Mr. and Mrs. Cash Cline.

If anybody happens to follow Tom and Jim when they get in from a run he would see them go to a grocery store where they would purchase a large quantity of salt. They always carry some with them so as to be prepared when they see some prairie chickens sitting by the track. You know if you put a little salt on their tails they will not fly up and you can bag them all.

Pa Brings up the Rear

A fashionably dressed woman, accompanied by four well togged out children, registered at a Springfield hotel and immediately went to their room. A half hour later a seedy looking man sauntered up to the desk and informed the clerk that he was a member of the party. Not knowing just where to place him, the clerk hesitated and finally asked him if he was the chauffeur. The man sighed wearily. "Yes," he said, "I am the chauffeur, the husband, the father and the chaperon. I have paid all the bills for 20 years and I want to go up to the room."—*Clarksburg Exponent.*

Sounds Like One On The Editor

Poor Pay—"I've brought that last pair of trousers to be reseated. You know I sit a lot."

Tailor—"Yes, and perhaps you've brought the bill to be receipted, too. You know I've stood a lot."

Why An Engine Should Be "She"

The following amusing letter from "Japanese Lady" appears in the *Shipping Register* of San Francisco:

"Sometime ago you publish in your valuable paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many becauses.

"They wear jacket with yokas, pins, hangers, straps, shields, stays. They have apron also lap. They have not only shoes but have pumps. Also hose and drag train (psgr and freight) behind; behind time all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse work when at such time they should be switched. They need guiding—it always require man manager. They require man to feed them. When abuse are given they quickly make scrap.

"They are steadier when coupled up but my cousin say they hell of expense. Is not enough reason?"—*Marine Journal*, via M. L. C.

The Helpful Recruit—"You told me to file these letters, sir," said the new yeoman.

"Yes," return the officer.
 "Well, I was just thinkin' that it'd be easier to trim 'em with a pair of scissors."—*Mississippi Bulletin.*

Figger What Happened to Lil

Some notations found in a notebook under "office expense:"

Oct. 3—Adv. for girl stenog.....	\$.50
" 6—Violets for new stenog.....	.65
" 8—Week's salary for new stenog	15.00
" 11—Roses for new stenog.....	3.00
" 15—Week's salary for new stenog	20.00
" 15—Candy for wife over Sunday75
" 19—Lunch with Miss	10.65
" 22—Lillian's salary	25.00
" 25—Theatre and supper with stenog	22.50
" 26—Fur coat for wife.....	625.00
" 26—Adv. for male stenog.....	.50

AT HOME



HAZEL M. MERRILL, Editor



Betty Marie Kelley
Daughter of Boilermaker Helper Jas. Kelley



Guinevere Ealina Barth,
Daughter of Boilermaker John Barth



Orlon Glenn Emrick,
Son of Engineer Guy Emrick



Barbara Marie Swift
Daughter of Engineer Charles Swift



Frank R. Hoes
Son of Ass't. Foreman Frank Hoes

Suggestions for Christmas Gifts

It is difficult to realize that it is anywhere near time to think of Christmas again, isn't it? I surely cannot realize that it is a year since I had that wonderful trip with "Ye Editor" when we made the journey through Seattle's Marshall Field to get suggestions for Christmas, but when we see displayed all around us such signs as "Do Your Christmas Shopping Early," etc., and even see Christmas Tree Ornaments and decorations on display in the windows, we know something must be doing. There are many new designs in cross-stitch embroidery, tapestry, old-world stitchery, etc., many of which have a distinctly oriental air. Quite a novel gift, for a friend who enjoys Mah Jong, is a Luncheon Set, consisting of square cloth for tea-table with Chinese border, and one dozen napkins with little Oriental Lady under umbrella in one corner, or Chinese Initial or monogram. The new designs in ladies' and men's handkerchiefs are delightful. For a friend's boudoir, is a clever chair-seat and foot-stool cover of black with wreath design of old-world stitchery.

A useful gift for *him* is a dust protector of black sateen to slip over clothes when hanging in wardrobe. To make this acceptable gift, take a full width of the sateen about 2 yds. long and work small eyelet in center to be slipped over hook of hanger padded and made to match, with sachet bags on the ends. An initial or monogram adds to the charm of the gift and makes it more personal.

Sateen shoe bags make a useful gift for the man who travels.

Somehow it does not seem so difficult to decide what to give our lady friends, and anything hand-embroidered is sure to please; table linen, bed linen, doilies, tray-cloths, runners, pillows, lingerie, etc.

For those who do not try to make their gifts by hand, but who desire to get some of them selected and out of the way early, a few timely suggestions will be welcomed. Brittany Ware candlesticks, vases, etc., are quite the newest thing; bronze book-ends, and hand-painted ones of wood;

vases of brass, copper, and lustre-ware; letter opener of solid cast brass; Venetian glass perfume bottles in many beautiful colors; pottery reading lamp with parchment shade; mirrors of almost any size and shape are sure to delight milady's eye; desk sets of hammered brass; portfolios; fancy inkwells; hammered brass baskets, small trays, etc.; large trays with design of sterling deposit on black glass; Mah Jong sets; bridge sets; a carving set or steak set with half-dozen ivory-handled stainless-steel knives would delight any hostess; cuff links and soft-collar pin to match; non-spilling bottles in leather case for traveling bag; sterling silver basket which may be used for fruit, also has gold mesh which transforms it into beautiful vase; dutch silver boudoir sets; hammered-brass door-knockers and mail boxes of unique design for the friend who has just moved into new home; nest of four tables makes a very acceptable gift, useful and very good-looking.

Favorite phonograph records; cedar chests; electric stoves, waffle irons, grills, etc.; stationery with neat monogram or initial; then, of course, there are always the more practical gifts of "something to wear" which are very welcome for children and grownups, too. I stepped into a gift shop on Michigan Ave., the other day, and saw many clever little gifts neatly boxed with fitting verse printed on box, such as paper knives, can opener, book-plates, memo-books, toys and games for children; beads to string; fruit jar labels, parcel post labels; many useful small kitchen utensils.

Household Hints

When grease is spilled on the floor,

throw ice-cold water on it immediately or the coldest water you have. This will harden the grease and prevent its soaking into the floor, makes it easy to scrape up and clean the floor.

A thick cardboard covered tightly with oilcloth, about 24 inches in size, has been found very handy to use to protect table or oven top from pans, greasy cooking dishes, etc.

A can of condensed chicken soup used to moisten a sufficient quantity of bread crumbs makes an excellent filling for stuffed peppers.

If your thermos bottle does not work just right and will no longer keep things at their right temperature, try a new cork. Oftentimes this is all that is the trouble.

A broad strip of goods fastened around the raised drop-shelf of your sewing machine, will keep silk from slipping off and heavy garments from pulling on the needle. Material can be pinned to it while cutting, basting, or gathering. This may be quickly and easily removed when closing machine.

A very green young woman decided to start a poultry farm. She bought a hen and a setting of eggs, and having no knowledge of poultry, she wrote to a farm journal asking how long the eggs would take to hatch. The editor replied: "Three weeks for chickens and four weeks for ducks."

Some weeks later she wrote again to the paper: "Many thanks for your information. However, at the end of three weeks there were no chickens, and as I did not want ducks I took the hen off."—*Boston*

(A messenger boy with a telegram for Mr. Smith rings at two in the morning): "Does Mr. Smith live here?"

Feminine Voice (Wearily): "Yes! bring him in.—*Clarksburg Exponent*."

Not Her Fault

"Does your wife break many dishes?"

"No, not any more, I'm learning to catch them."

At the top of this page are the pictures of the five prize Perry babies all of whom were entered at the Tri-County Fair held in Perry in September, and all got prizes.



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

P. du C. Division Conductor H. J. Hoffman, on October 4, picked up two passengers at Bridgeport holding tickets to Prairie du Chien. He overheard them talking about C. B. & Q. train connections at that point, for Chicago. He prevailed upon them to go to Marquette and purchase tickets there for Chicago via our line. They also bought sleeping car berths.

W. V. Division Brakeman Nick Koss, on July 31, train No. 65 at Babcock, found nine-inch flange broken off wheel on twelfth car from the caboose. His watchfulness no doubt prevented a serious derailment.

Operator W. C. Hamilton, Wolsey, S. D., noticed brake beam dragging under car in Extra 2611, east, Sept. 9, as train was passing his station. He notified conductor of the train and beam was removed.

Frank C. Cavanagh of the store department, Tacoma, Wash., reports securing one full fare passenger from LaCrosse, Wis., to Tacoma and return, Sept. 4. Mr. Cavanagh's relatives in the recent past have also used the Milwaukee between Tacoma and Wisconsin points, making eleven full fares, all via the Milwaukee.

J. J. Malek, agent at Medford, Minn., on September 26, while off duty found a broken rail 1200 feet west of the depot at that point. He immediately went to the depot and notified the dispatcher and called the section men to make the necessary repairs.

S. M. Division Brakeman Orbet Ratledge, on September 21, when Engineer Hubert Sheldon injured his hand at Woonsocket, volunteered to fire the engine from Woonsocket to Junius, while the fireman who is an engineer handled the engine. Such attention to the company's interest is always appreciated.

Engine Foreman H. L. Kruse, Chicago Terminals, on September 25, found a brake shoe placed on south rail of No. 1 main at 2:30 P. M., just west of Mont Clare, opposite Hagerman Switch; evidently placed there by some children or possibly someone who wished to cause trouble. The obstruction was removed, thus averting possible serious derailment.

Stationary Fireman James A. Cole, Beloit, Wis., while on his way home found the main line switch rod broken and points open. He spiked the switch and promptly notified the dispatcher.

Switchman Knute Johnson, Chicago Terminals, on Sept. 29, found a piece of iron two inches thick and six or seven inches long on top of south rail on our main line track No. 2, east of Galewood. He promptly removed the same thus averting possible serious damage.

On September 18, Signal Construction Foreman A. Bornitzke, working between Hawley Road and Grand Avenue, on main track LaCrosse Division, noticed the pony truck of engine on train No. 10 was off the rails as the train was approaching

him. He immediately flagged the train which was brought to a stop before any further derailment took place. Engineer apparently had not noticed that the front truck was off the rails and Foreman Bornitzke deserves great credit for his watchfulness and prompt action.

H. & D. Division Conductor P. E. Trueman, in charge of extra 8074, east, September 13, going through Chanhasen discovered a broken arch bar on IRF 532, gasoline, 14 cars from caboose. Conductor Trueman was out inspecting his train and noticed this tank car sagging. Upon closer investigation he found the arch bar had broken. He immediately stopped the train and after careful examination, hauled the car at a speed of eight miles per hour to Bass Lake where it was set out.

Yard Clerk Edward E. Butcher, Oconomowoc, Wis., on the morning of September 29, stopped extra west, when he noticed a number of steel beams projecting from the north side of St. P. car 61625, while train was passing. His prompt action undoubtedly prevented an accident.

Agent William Smith, Golf, Illinois, on September 25 discovered a broken rail in east bound main between Dempster Road crossing and Morton Grove station. It was not safe for trains to run over and Mr. Smith protected it until the section men could get there. This was certainly very excellent work and no doubt prevented a serious derailment.

Superior Division Brakeman Chas. H. Bersie, train No. 23, September 11, reported a broken rail east of Grafton. Section men were sent and found eleven and one-half inches broken out of the ball of a rail. This prompt report may have saved a derailment.

R. & S. W. Division Conductors P. Herman, J. Conton, P. A. Rogers, Racine, Wis., after a heavy rain on September 20, waded through deep water and shoveled dirt and sand off the track at Standard Street. Their good work and good will are appreciated by the management.

R. & S. W. Division Flagman J. A. Perham did excellent service on September 20 at Racine, when following a heavy rain, he removed the obstructions from the various catch basins in the yards. His foresight and extra work and discomfort in performing this service displays a fine interest in his work and thoughtful attention to the welfare of the company.

Through the efforts of Fireman Everett E. Johnson, of the River Division, working out of South Minneapolis, we had fourteen delegates to the national convention of stationary engineers held at Buffalo September 10. Grateful acknowledgment of the assistance given by Fireman Johnson is expressed by the traffic department.

A. F. L. Head Pleased with Milwaukee Service

The following telegrams, from Samuel Gompers, president of the American Federation of Labor, to J. T. Gillick, and Mr. Gillick's reply thereto are printed herewith as being of interest to those concerned in rendering the service so highly compli-

mented and to all of our readers beside.

Telegram

So. CleElum, Wash, Sept. 25, 1923.
Mr. J. T. Gillick,
General Manager, Chicago.

The officers and delegates and their friends enroute to Portland, Oregon, to the convention of the American Federation of Labor assembled and unanimously expressed their great appreciation of the splendid equipment and the high excellence of the service, of the courtesy and consideration shown contributing so greatly to our safety and comfort. We feel that the agreement and good will are a happy result of this situation and in the names of my associates and myself, I take great pleasure in communicating this declaration to you.

(Signed) SAMUEL GOMPERS,

President American Fed'n of Labor.

Telegram

Chicago, Sept. 26, 1923.

Samuel Gompers,
President Am. Federation of Labor,
Portland, Ore.

The officers and employes of our company are gratified at the expression of appreciation from yourself and associates of the service and conditions which you found in your trip over the Milwaukee Road. I am sure the mutual feeling of good will which you observed to exist between the officers and employes does contribute to the successful operation of this property.

(Signed) J. T. GILLICK.

Service on The Pioneer

Service on the Pioneer continues to draw praise from patrons of this world famous train. The following letters expressive of the pleasure derived from travel on the Pioneer and the delights of a good dinner are typical of the many that come to the General Offices daily.

Minneapolis, Sept. 3, 1923.

Chicago, Milwaukee & St. Paul Ry.,
Minneapolis, Minn.
Gentlemen:

As people are so ready to find fault and complain when things are not satisfactory, I think they should give praise when praise is due, hence this note.

The middle of August I came to Minneapolis from Paterson N. J. to stay until the end of September. From Chicago to Minneapolis I came on the Chicago, Milwaukee & St. Paul and it is the second time I have traveled that short distance on that road, both times on the Pioneer Limited. Everything was so very clean; the porter was most accommodating and the dinner was the best ever. I am positive no one could find any fault in any way with the services rendered both in the sleeper and the diner.

I am looking forward to that part of my return trip which will be on your road, and only wish my whole trip could be made on the C. M. & St. P. One of my hopes is that the time will come when I shall be able to take the trip all the way to Puget Sound. Everything was so satisfactory in every way, and I for one, will most surely recommend the Chicago, Milwaukee & St.

Why Railroad Men Prefer the HAMILTON

PRACTICALLY every railroad man knows something about watches; and the men under time inspection know a lot about them. They know their watches must be accurate—so accurate that they may not miss more than 150 beats in every 3,024,000—a maximum error of approximately $1/200$ of 1%!

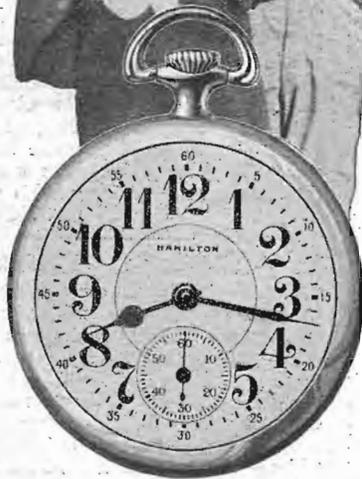
Any watch that will keep time within these requirements is a good watch—that goes without saying. But the best watch is the one that betters these requirements and continues, with proper care, to do so year after year for a score of years and more.

That is what the Hamilton does—and that is why the Hamilton is the favorite watch of American railroad men. Wherever accuracy plus sturdiness is needed, there you'll find Hamiltons predominating.

If you want a watch you can depend upon, a watch that is built for service, go to your jeweler and ask for a Hamilton No. 992. This is the 16-size "Railroad Time-keeper of America," and is the favorite of railroad men all over the American continent.

Write for a copy of the "Timekeeper," our booklet that tells the story of the Hamilton Watch.

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



Hamilton Watch

"The Railroad Timekeeper of America"



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

P. du C. Division Conductor H. J. Hoffman, on October 4, picked up two passengers at Bridgeport holding tickets to Prairie du Chien. He overheard them talking about C. B. & Q. train connections at that point, for Chicago. He prevailed upon them to go to Marquette and purchase tickets there for Chicago via our line. They also bought sleeping car berths.

W. V. Division Brakeman Nick Koss, on July 31, train No. 65 at Babcock, found nine-inch flange broken off wheel on twelfth car from the caboose. His watchfulness no doubt prevented a serious derailment.

Operator W. C. Hamilton, Wolsey, S. D., noticed brake beam dragging under car in Extra 2611, east, Sept. 9, as train was passing his station. He notified conductor of the train and beam was removed.

Frank C. Cavanagh of the store department, Tacoma, Wash., reports securing one full fare passenger from LaCrosse, Wis., to Tacoma and return, Sept. 4. Mr. Cavanagh's relatives in the recent past have also used the Milwaukee between Tacoma and Wisconsin points, making eleven full fares, all via the Milwaukee.

J. J. Malek, agent at Medford, Minn., on September 26, while off duty found a broken rail 1200 feet west of the depot at that point. He immediately went to the depot and notified the dispatcher and called the section men to make the necessary repairs.

S. M. Division Brakeman Orbet Ratledge, on September 21, when Engineer Hubert Sheldon injured his hand at Woonsocket, volunteered to fire the engine from Woonsocket to Junius, while the fireman who is an engineer handled the engine. Such attention to the company's interest is always appreciated.

Engine Foreman H. L. Kruse, Chicago Terminals, on September 25, found a brake shoe placed on south rail of No. 1 main at 2:30 P. M., just west of Mont Clare, opposite Hagerman Switch; evidently placed there by some children or possibly someone who wished to cause trouble. The obstruction was removed, thus averting possible serious derailment.

Stationary Fireman James A. Cole, Beloit, Wis., while on his way home found the main line switch rod broken and points open. He spiked the switch and promptly notified the dispatcher.

Switchman Knute Johnson, Chicago Terminals, on Sept. 29, found a piece of iron two inches thick and six or seven inches long on top of south rail on our main line track No. 2, east of Galewood. He promptly removed the same thus averting possible serious damage.

On September 18, Signal Construction Foreman A. Bornitzke, working between Hawley Road and Grand Avenue, on main track LaCrosse Division, noticed the pony truck of engine on train No. 10 was off the rails as the train was approaching

him. He immediately flagged the train which was brought to a stop before any further derailment took place. Engineer apparently had not noticed that the front truck was off the rails and Foreman Bornitzke deserves great credit for his watchfulness and prompt action.

H. & D. Division Conductor P. E. Trueman, in charge of extra 8074, east, September 13, going through Chanhasseen discovered a broken arch bar on IRF 532, gasoline, 14 cars from caboose. Conductor Trueman was out inspecting his train and noticed this tank car sagging. Upon closer investigation he found the arch bar had broken. He immediately stopped the train and after careful examination, hauled the car at a speed of eight miles per hour to Bass Lake where it was set out.

Yard Clerk Edward E. Butcher, Oconomowoc, Wis., on the morning of September 29, stopped extra west, when he noticed a number of steel beams projecting from the north side of St. P. car 61625, while train was passing. His prompt action undoubtedly prevented an accident.

Agent William Smith, Golf, Illinois, on September 25 discovered a broken rail in east bound main between Dempster Road crossing and Morton Grove station. It was not safe for trains to run over and Mr. Smith protected it until the section men could get there. This was certainly very excellent work and no doubt prevented a serious derailment.

Superior Division Brakeman Chas. H. Bersie, train No. 23, September 11, reported a broken rail east of Grafton. Section men were sent and found eleven and one-half inches broken out of the ball of a rail. This prompt report may have saved a derailment.

R. & S. W. Division Conductors P. Herman, J. Conton, P. A. Rogers, Racine, Wis., after a heavy rain on September 20, waded through deep water and shoveled dirt and sand off the track at Standard Street. Their good work and good will are appreciated by the management.

R. & S. W. Division Flagman J. A. Perham did excellent service on September 20 at Racine, when following a heavy rain, he removed the obstructions from the various catch basins in the yards. His foresight and extra work and discomfort in performing this service displays a fine interest in his work and thoughtful attention to the welfare of the company.

Through the efforts of Fireman Everett E. Johnson, of the River Division, working out of South Minneapolis, we had fourteen delegates to the national convention of stationary engineers held at Buffalo September 10. Grateful acknowledgment of the assistance given by Fireman Johnson is expressed by the traffic department.

A. F. L. Head Pleased with Milwaukee Service

The following telegrams, from Samuel Gompers, president of the American Federation of Labor, to J. T. Gillick, and Mr. Gillick's reply thereto are printed herewith as being of interest to those concerned in rendering the service so highly compli-

mented and to all of our readers beside.

Telegram

So. CleElum, Wash, Sept. 25, 1923.
Mr. J. T. Gillick,
General Manager, Chicago.

The officers and delegates and their friends enroute to Portland, Oregon, to the convention of the American Federation of Labor assembled and unanimously expressed their great appreciation of the splendid equipment and the high excellence of the service, of the courtesy and consideration shown contributing so greatly to our safety and comfort. We feel that the agreement and good will are a happy result of this situation and in the names of my associates and myself, I take great pleasure in communicating this declaration to you.

(Signed) SAMUEL GOMPERS,
President American Fed'n of Labor.

Telegram

Chicago, Sept. 26, 1923.

Samuel Gompers,
President Am. Federation of Labor,
Portland, Ore.

The officers and employes of our company are gratified at the expression of appreciation from yourself and associates of the service and conditions which you found in your trip over the Milwaukee Road. I am sure the mutual feeling of good will which you observed to exist between the officers and employes does contribute to the successful operation of this property.

(Signed) J. T. GILLICK.

Service on The Pioneer

Service on the Pioneer continues to draw praise from patrons of this world famous train. The following letters expressive of the pleasure derived from travel on the Pioneer and the delights of a good dinner are typical of the many that come to the General Offices daily.

Minneapolis, Sept. 3, 1923.

Chicago, Milwaukee & St. Paul Ry.,
Minneapolis, Minn.
Gentlemen:

As people are so ready to find fault and complain when things are not satisfactory, I think they should give praise when praise is due, hence this note.

The middle of August I came to Minneapolis from Paterson N. J. to stay until the end of September. From Chicago to Minneapolis I came on the Chicago, Milwaukee & St. Paul and it is the second time I have traveled that short distance on that road, both times on the Pioneer Limited. Everything was so very clean; the porter was most accommodating and the dinner was the best ever. I am positive no one could find any fault in any way with the services rendered both in the sleeper and the diner.

I am looking forward to that part of my return trip which will be on your road, and only wish my whole trip could be made on the C. M. & St. P. One of my hopes is that the time will come when I shall be able to take the trip all the way to Puget Sound. Everything was so satisfactory in every way, and I for one, will most surely recommend the Chicago, Milwaukee & St.

Paul Railway to anyone who can use that road to go, when they are going.

Yours truly,
Minnie W. Shorrock.

A Bouquet for Steward Naething
New York, Oct. 1, 1923.

Mr. Art. Naething, Dining Car Dept.,
C. M. & St. P. Ry., Chicago.

Dear Mr. Naething:

I want to tell you that I travel a great deal and when I get on the Chicago, Milwaukee & St. Paul, I feel like the old peddler who woke up and found himself a nobleman surrounded by every luxury.

I have been from coast to coast several times and never have I enjoyed a trip more than I did the one from Chicago to Minneapolis on your line. Foods are my specialty, and the dinner not only read well, but it ate well and was beautifully served. We were cordially asked to have more of the roast, as though we were dining at a private table.

My congratulations to you on affording such comfort and pleasure to the traveling public, especially those of us who travel constantly on business and need refreshment. It really is a fine job and well worth doing.

Yours cordially,
NEW YORK TRIBUNE,
(Signed) Anne Pierce,
Director The Tribune Institute.

M. C. B. Gossip
"Lee"

Well, first of all, Bernice Kruse is back and we certainly were glad to see her. She spent her vacation and a quite a bit more time in the hospital undergoing an operation, but she is well and happy again, for which we are all glad.

Martin Biller certainly deserves our sympathy. He bought a nice shiny Ford and it was stolen three days after he became its proud possessor. And what was worse it was taken just four days before he started his vacation.

Our office won honors again when Harold Mittag was chosen as Mr. Silcox's personal secretary. This is the second time our office has had that honor. We certainly congratulate Harold and wish him the best of luck.

The car department staff meeting was held at Milwaukee, September 24, 25 and 26, and once more all our good looking general foremen from off the line gathered here. Yes, girls it is too bad that they are all married. But then they were all here strictly for business for much good is derived from these meetings and they haven't a minute to spare for other matters. They certainly gave some lively discussions and kept me going, taking it down—my wrist is still out of whack.

Donald Cleary and Martin Biller just finished their vacations and that just about closes out the vacation list for this year. Steve Filut has just returned from a 90-day leave of absence and is feeling well enough to clean up everything and everybody.

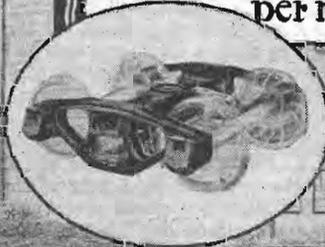
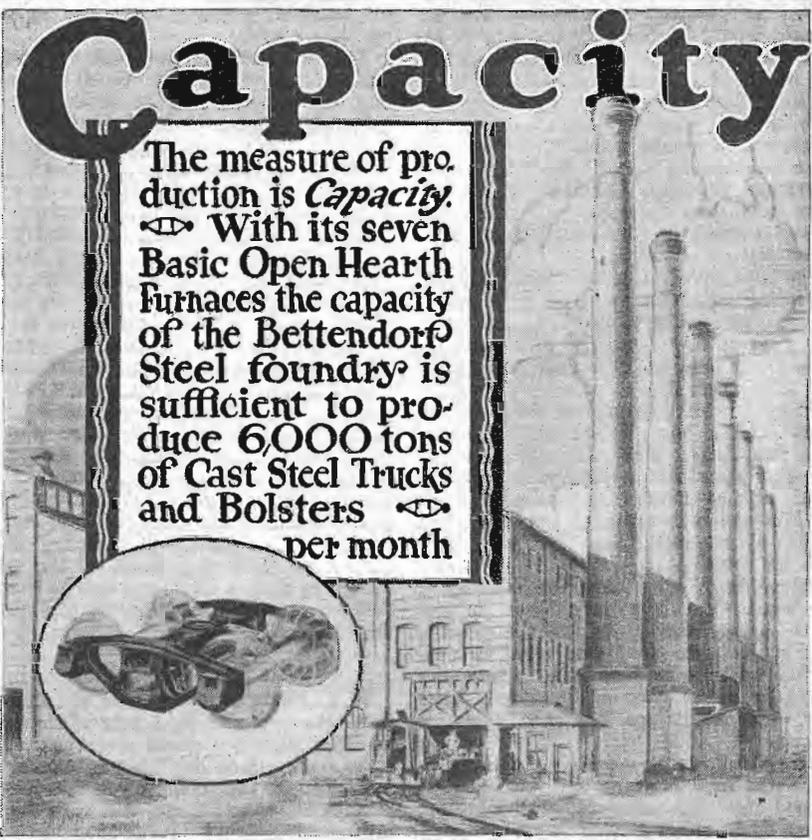
Wilhelmine motored to Madison over one week-end and enjoyed herself very much. The following passes have been issued, so I suppose our M. C. B'ites will soon be traveling. Lorene Oelke is going to Markesan—Julia Weins to Chicago, Norma Latzenberger to Columbus, and Gertrude Haas to Chicago.

Mr. Mehan is now handling delays and accidents in the office and it seems like old times again to have him back with us.



Capacity

The measure of production is *Capacity*.
 With its seven Basic Open Hearth Furnaces the capacity of the Bettendorf Steel foundry is sufficient to produce 6,000 tons of Cast Steel Trucks and Bolsters per month

THE BETTENDORF COMPANY

OFFICES AND WORKS BETTENDORF, IOWA

NATIONAL SURETY COMPANY

"The World's Largest Surety Company"

Joyce & Company, Inc.

Chas H. Burras, Pres. John McKechney, Vice-Pres
Robt. E. Stitt, Secy-Treas.

GENERAL AGENTS

The Rookery CHICAGO Wabash 0862

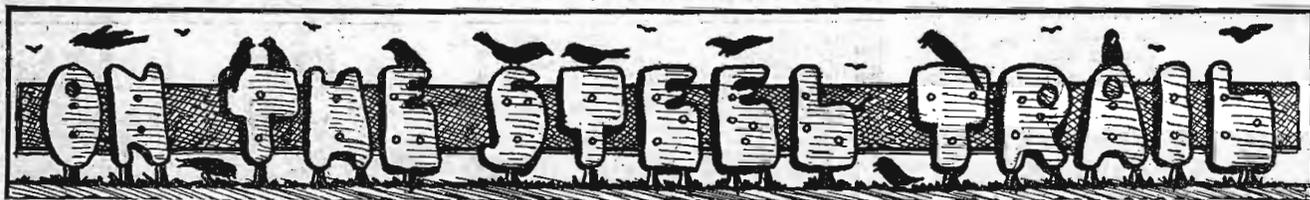
▼▼

THE SENTINEL BINDERY

JOHN C. SALZER

MILWAUKEE, WISCONSIN

▲▲



Davenport
Angel Wing

The unerring aim of Dan Cupid has again been directed toward us, the victim being Jas. E. Husted, more familiarly known as "Nate." One whom we all thought would be the very last one to attract the arrow of the cunning little archer. But how true the words of the poet when he said, "There never was a gander quite so blue, but some day soon or late, an honest goose would come that way and claim him for her mate." On Wednesday, September 17, Nate didn't work, no one knew why, but "Murder will out," and it was learned that he had gone to Rock Island and got married.

The boys gave him a little serenade, also presenting him with several gifts which they thought would be useful in the home, and after a few hours of merry-making wished him and his bride all the happiness of married life.

When it comes to eating watermelons, "Pink" Dillig, our efficient delivery clerk, takes first prize. The other day he ate a forty-five pound melon without leaving any visible sign of where it had gone. Watching him eat it brought to our mind the words of Bryant, "The Melanchol(ic) days are come."

Anyone wishing to know the meaning of the word "Ele Mosynary," ask Mabel. While being interviewed on the pension fund subject, she used that word in connection with some institution where she would be taken care of, provided, however, that marriage did not prove a failure.

Agnes Hull, our tonnage clerk and "hello girl," was seen yawning and gaping quite a good deal the other Monday morning, due no doubt to her getting up early enough to put out the washing before coming to work. Very commendable.

P. L. is still the most popular man with the girls in the office. Wonder why? He says "Flowers are the most beautiful things God made without putting in a soul!"

Lester Layton, our receiving clerk, took a few days' vacation and visited with friends and relatives in Pocahontas, Iowa.

John Linehan spent his vacation by taking a trip to Seattle. He was accompanied by his sister. We have been informed that he also attended to some business in Canada.

Check Clerk Grover Bluhm motored to Chicago Saturday, remaining over Sunday. We did not learn the purpose of the trip, however he informed us that he was not running in competition with the "south-west limited."

Stevadore Herman Stebbens met with a painful injury while unloading sheet iron from a truck. A deep gash was cut in the palm of his hand and across two fingers, requiring several stitches to be made by the company surgeon. He will be obliged to be off duty for some time.

Hans Wolf has just completed a new six room bungalow on his acreage east of the orphans' home.

Our demurrage clerk is becoming some-

what serious on the subject of matrimony. Don't be afraid, John, married life is not all martyrdom. Ask John Pierce or "Hank" Carthy.

Claim Clerk Ray Schultz has abandoned his Saturday evening tours, having taken up indoor golf.

Yes, we have no new union passenger station at Davenport yet. But it is reported that the ground will be broken for the same about the middle of October. Also work on the viaduct under the approach to the government bridge will begin soon.

The bill clerks claim business is pretty good, as they put out three hundred way bills, not counting blankets, yesterday.

Special Agent William Myers made a short call the other day. Come often, William, even if there are no "suspicious."

Agent G. H. Hull has posted a bulletin in the freight house, calling the attention of employes to some of the expenditures of the C. M. & St. P. Ry., some of which are not very generally known, or at least not taken into consideration by those who are trying to get the approximate amount of "velvet" left from the gross earnings. We have been getting helpful information in the magazine from time to time, but the article, "When the train passes by," in the May issue, puts very much of the whole matter in such a clear and concise manner that no one can fail to grasp the gist of the situation.

An Ice Bunker Yarn

W. L. Ennis, superintendent of refrigeration, who was making a tour of inspection on lines west is a great observer and always on the look out for any chance for improvement and to show you that nothing escapes his watchful eye, will send the following imaginary correspondence that passed between himself and Chief Inspector Doyle. Noting chief inspector while at Othello gazing at the dripping of the ice bunkers and exclaiming to himself, if I only had you on the 13th, Mr. E. asked this gentleman for an explanation. Explanation:

While at White Bluffs, I received wire to meet party in Spokane, take them to Othello and assist making government test. On inquiry I found I would be unable to make rail connection and Mr. Franco seeing my agony came to the rescue and he told me in a brave and manly voice that he would take the Hudson and drive me to Othello in time to get 16. Othello is a fair city in the heart of the Columbia Basin project and noted for its pleasant summers and mild winters, (Mr. Ennis can verify the pleasant evenings we have as he spent a couple of days at this point while supervising the test cars.) Gazing at the calendar, I noted it was the 13th of the month, on this date I first saw the light of day. All thro' life, this to me has been a lucky day, so I decided to accept Franco's offer, and we made arrangement to start for Othello. As we crossed the ferry, the ferryman informed us that the roads were in first class condition, we started up the hill on this side with light hearts and gazing back at the wonderful scenery along the Columbia,

the same thrill that General Goethals had, went through us. What a Garden of Eden it would be, if the water was flowing over the land.

After making about two miles to top of hill, my faith in Franco as a good road driver began to weaken and by his actions concluded all his driving had not been done on roads the ferryman called first class. My faith in him was entirely shaken when we hit a sandy spot and bingo the car refused to move, rear wheels spinning, burying car deeper and deeper with every revolution. The smoke from Franco's vocabulary became bluer and bluer until the air was so dense the carburetor refused to function; I then realized we were stalled in the desert with no means of transportation but the limbs mother nature had given to me years past on this date. Othello lay 15 miles in the distance and the road that had to be traveled was also the home of the coyotes who during this time of the year have the rabies and when afflicted with this they become most savage when they meet a perishable freight inspector, for they hold it against the refrigerator department, it being through their efforts the orchards have taken the place of the sage brush, chasing the coyotes out of the country. So with these dangers in mind, I determined to make every effort possible to get car moving but as Franco is a contractor who would rather give orders than take same, we had no success in getting car to move as Franco became so violent, I decided I would choose the lesser evil and started to hike for Othello watching in all directions for any four footed enemies. After making what seemed to me a few hundred miles in the raging heat, my thirst became so great, I cared little about the irrigation and Garden of Eden part, but I did think back over the different parties I had attended where I had been so wasteful, my thots also turned to the parable the rich man and Lazarus and I made so many promises if I only would be saved, (they lasted about as long as a New Year's resolution). After four hours of hiking I met a good Samaritan, who gave me a ride to Othello. As my good resolutions had not had time to leave me, I was unable to rest until I had a Ford and was on my way to assist Franco out of his misery, you can see that the scare that caused me to reform must have taken deep root to make me kind hearted enough to even worry about Franco let alone go over same road to his assistance. On arrival at spot air was still blue but Franco had been aided and returned to White Bluffs, with my nerves partly back to normal I drank all the water I could get hold of and when you found me watching and talking to the ice bunkers, the effects of this trip were still with me. This is exceptionally like our bad weather in the northwest and hope you will look at this in the true light.

Wisconsin Valley Division

Lillian

Safety First meeting held at Merrill Oct. 8 was one of the largest and most inter-

esting meetings held on the Wisconsin Valley Division. The employes at Merrill had arranged for the meeting to be held at St. Francis Hall, which was nicely decorated, and made ample room for all who attended. A. W. Smallen, general chairman of the Safety First committee, of Chicago, W. H. Cobb, district Safety First inspector, of Milwaukee, and F. P. Miller, district master mechanic of Portage, were present; a large number from Wausau, Tomahawk, Gleason, with the Merrill employes made a regular get-together meeting and the W. V. Division was never better represented. A number of very good reports were made by employes from the different departments, after which very interesting talks were given by Mr. Smallen, Mr. Cobb and Mr. Nee, also by Chief of Police Calder of Merrill. The meeting adjourned at 10 p. m. and all employes present felt that they had been benefited by attending.

Gerik, Lemmie, Magilacuddie and Tony went fishing. That just about concludes the story. Their sleeping quarters were a trifle cramped, and they told about being pretty cold—that's all.

Engineer J. O'Leary and wife visited with their children at Detroit and Columbus, Ohio.

Dispatcher L. G. Fredrichs, wife and daughter, are enjoying a two weeks' vacation visiting with friends and relatives at Ashland and Duluth.

Mrs. Ed. Czanski was called to Maring, Neb., account of the illness of her daughter.

F. Kasten and wife are visiting at Niles, Ohio.

There appear to be several honeymoon trips in sight for some of the boys; have no particulars, but Geo. Bankert, cashier at Wisconsin Rapids, is going east—not alone, and Walter Busse is planning a trip west accompanied by his wife. We are glad to hear of the new venture and trust that in both instances the trip will be a splendid one and offer congratulations.

It's going to be too cold pretty soon to heat up the living room with just a coal stove, that's never no nice way, Edna. Seems like you can fool some of the people all the time.

H. O. W. says he killed two birds with one shot, splendid marksman, Frank Voeltzke got a few more birds, but took more time, could only land one at a time. There really ought to be some very good hunting stories to relate but news was impossible to get this time.

Mrs. J. Horn, who is still at Portage, is improving slowly and may be removed to her home at Wausau within the near future. We trust her condition will continue to improve and that we may soon be able to call and see her.

H. L. Vachreau, who was laid up for the past six months on account of illness, is back on first trick. We hope the long rest has been beneficial and that he will continue to be on regular duty from now on.

Engineer Gus Rease is visiting with relatives at Fargo, North Dakota.

Victor Noble, son of Conductor C. A. Noble, has gone to Kittitas, Washington, to attend school.

Mr. and Mrs. Floyd West and daughter have returned from a trip through the west. Floyd says that the west is a splendid country and they had a fine time, but says Wisconsin cannot be beaten for beautiful scenery, especially Wisconsin Valley.

So. Minn. East
I. McCarthy

Ticket Agent Schultz is back on the job again after a week's vacation spent in Des Moines, Chicago and Postville. He says the old town looks good to him and he's glad to be back.

E. Barker of the freight office is back to work after a few days spent in Rochester, with his father who underwent a serious operation. Mr. Barker is getting along as well as can be expected.

Otto Gruenberg of the Austin roundhouse, attended a mechanics' meeting in Milwaukee, and before his return, spent a few days at his home in Gary, Indiana.

Engineer Lang had to buy a new hat. He outgrew his old one. He is Grandpa now.

Agent Ibsen, of Peterson, is taking a month's vacation and is spending the time at his home in Chicago. Agent Garry is taking his place at Peterson.

Nellie Satterloff of the superintendent's office, spent a week end in Chicago. Hear all kinds of rumors about her selecting wedding garments, etc., but think this was merely a pleasure trip for Nellie.

Ere the next magazine is published, there will be wedding bells ringing around Hayward.

Understand that Agent A. J. Keller, of Wykoff, took unto himself a wife. Congratulations, A. J.

We have added a new operator to our list: Lester M. Olson, son of Agent C. J. Olson of Whalan.

On October 2, a number of the office force attended a picnic at Sutton Park. The occasion was the birthday of Chief Dispatcher Sorensen.

Charles Wollweber of the B. & B. department has a new Chevrolet. Now he says that Chev's are the only cars.

Marcella McShane and Marjorie Elton left October 14, on a pleasure trip through the west. They will spend a few days in Seattle, Pasandena and Los Angeles.

Roadmaster Larson and family drove to Red Wing, and spent the week end with relatives. They also stopped at Hastings for a short time.

Wm. Adams of the B. & B. department and Catherine Fink of Rose Creek, were married at Rose Creek, on the 10th of October. There was a large wedding, there being between four and five hundred present.

Steve's Ford isn't traveling very much these days. Illinois is too far away.

Carpenter Wm. Carr has a new Ford. He isn't going to let Steve and Charley get ahead of him.

For information on, "How to catch fish," apply to Chas. Wollweber.

E. Reaside, formerly of the freight office at Austin, is now relieving the weigh master in Winona.

We all extend our sympathy to Machinist Ellefson, in the loss of his sister, whose funeral was held from his home on October 8.

Train Dispatcher Aughey is taking an extended vacation from his duties at Austin, and will enjoy a few weeks' camp life in Northern Michigan.

Engineer Wm. Sucha and wife spent a few days in Minneapolis, visiting his sister, who is in the hospital there for medical treatment.

Engineer Kaisersatt, who has been on the weed burner all summer, was a caller at the superintendent's office before going to Madison, to take up his work there.

BEAUTIFUL NEW
SLENDERIZING

Regular
and
Stout
Sizes
32to54
Bust

SILK and WOOL
EMBROIDERED
SERGE
DRESS
\$3 98



Think of it! Only \$3.98 for this rich looking, smartly tailored Serge Dress! During this sale only 50 extra charge for larger sizes. Picture gives only faint idea of the exquisite beauty of this ultra stylish creation. Brings bluntness and grace to the heavier figure. Only limited sale—one to a customer. Be quick, before this astounding offer is withdrawn.

Send No Money

Fashioned from the quality Longwear Serge, along lines favored as the vogue in fashion centers. Richly embroidered in contrasting color in Silk chain-stitch embroidery with distinctive medallions in wool French Knots. The V shape roll collar is all the rage. New wide flare sleeves embroidered at cuffs. Self material sash to be tied at back—front or side as desired. Splendidly made in every detail.

No Extra Charge for Big Sizes Now

Money Back Guaranteed

C 1923, I. M. O. Co.

INTERNATIONAL MAIL ORDER CO.
Dept. K169

Novelty



Musical Instruments

Not toys—but high-grade practical instruments for Symphony or Jazz orchestras. Great for solo work at Club, Lodge or Legion gatherings or home entertainments. Anyone can play with a few simple lessons, furnished with each instrument.

Musical Pitch Fork Glassophone Jazz-O-Nette Mando-Zi Harp Musical Saw Hohner Sax

Free Trial Try any of these instruments for 15 days. If not satisfied, if you can't learn to play it quickly and easily, return at our expense. Remarkably low prices. Easy Time Payments. Send today for new, illustrated catalog describing complete line.

MUSSEHL & WESTPHAL
449 S. Water Street Ft. Atkinson, Wis.

SENSATIONAL SALE
GUARANTEED TYPEWRITERS
Limited quantity fully guaranteed standard make typewriters. Five Days Free Trial. Lowest prices ever offered. Easy monthly payments. Send today for FREE booklet of Valuable Typewriter Information and Special Sale Bulletin.

SMITH TYPEWRITER SALES CO.
324-360 E. Grand Ave. Chicago, Ill.

DO YOU WANT \$15.00?



FIRST PRIZE

Why I Started a Savings Account

My reasons for starting a savings account were accumulative. For many years I was unable to distinguish the difference between being miserly and thrifty, between economy and being penurious. The good spender enjoys a certain popularity, but I do not believe the average young person realizes just how much this popularity is costing.

It is proverbial that railroad people live from one pay day to another and that the cessation of the pay check means immediate financial disaster to them. This need not be true of railroad people, nor of any other people who are as well paid as railroad people. The keeping of accurate accounts of personal expenditures is a revelation to the person who has never done this. I have found by actual figures that month after month I have been spending much more for non-essentials than I have for actual necessities and living expenses. This is an age of spenders and most of us try to keep up with the procession.

But for those who have the initiative to save the reward is just as sure as it has ever been. More or less incredulously we have read of how man after man has gained a start in life by saving and has risen from poverty and obscurity to wealth and recognition. Most of this goes over our heads, but when their system continues to bring results year after year with individual after individual, it surely proves itself to be a good system and worthy of emulation.

It we could but "take a peep into the future," as the fellows say when they light a cigarette, I do not think we would need much urging to convince us we should start a savings account next pay day.

And that is the principal reason why I started a savings account. In my endeavor to visualize the future a vision came to me of an old man, feeble with age and approaching the end of a long life of toil and usefulness. His friends of the gay carefree days of youthful extravagance were gone, departed from this life or removed from his sphere. That he was free hearted and generous as a young man did not stand to his credit now and he was looked upon with tolerant pity as an

antiquated and impoverished old chap, a burden upon his relatives or upon the county.

Perhaps he is able to work up until the day of his death and thus support himself until the end, but, even so, what a miserable failure his life has been and what a pathetic ending to a life which should be rich and tranquil in the autumn time of life, the harvest time when the toilers are reaping the bounteous harvest sewn in strength through the long days of heat and sweat while the summer glided by.

And then I visioned the man who saved a little each month during his youth. No one need wait until old age to enjoy a savings account. The man with a bank account has a feeling of self esteem, of confidence and security which are unknown to the man who lives from hand to mouth. He is a better citizen, a better employee, and better company for himself, for having placed himself among the capitalists. The man who saved may not have been quite as popular with the spenders as the other fellow, but he held their respect and he did acquire friends among the more substantial citizens. As his bank account grew his life in the community broadened. Opportunities came to him, golden opportunities which come only to the man who has prepared for their reception. Judicious investments, made possible by his savings, added to his property and the time finally arrived when he could retire from active work, secure in the knowledge that, not only was his old age provided for, but the future of his loved ones as well.

Each person is master of his own destiny. Every reader of this magazine is employed and every person who has employment with the C. M. & St. P. can save a little money if they will make the necessary effort and sacrifice. Some can save more than others, but not one of us but can save a little each month, and its lots of fun once you have started.

And there is not one single person working for a salary who will be able to save a cent if they keep up with the more extravagant of their acquaintances, not even the president of this railroad. If he maintained the pace set by certain members of his class he would inevitably die a poor man. It isn't what you make that counts, it's what you save.

Like all habits the saving habit grows and the hardest part is getting started. We are all creatures of habit, so why not acquire good habits and in so doing many of the old bad habits will be crowded out and forgotten.

WALTER B. STRAWN,
Deer Lodge, Montana.

\$15.00 is going to be given this month to the employe who sends in the best last line to the verse below, and \$10.00 to the one that sends in the second best line. This contest will close November 30, and in case of a

tie don't forget the prizes will be duplicated.
LET'S GO.

Keep your dollars earning,
Tho your heart is yearning
To spend a little here and there
It does not pay.
There's a day that's on the way
When a neat little nest egg will
surely pay
So put some greenbacks safe away

Here are the two contest winning letters, in answer to our contest in the September number. Those of you who sent in letters will agree with the Judges, **THAT THEY PICKED THE BEST.** Owing to the large number of contestants, it was impossible to determine the winners and get their photos in time to catch this number. We hope to have a picture page next month with all the winners on.

SECOND PRIZE

Sept. 21-23
Port Angeles, Wash.
Box 942

The Milwaukee Magazine,

Dear Sirs:

Why I Opened My Savings Account
A young man in our town who had a wife, and one child was laid up with a broken leg, he carried no Insurance of any kind and if it were not for the State he would have had a hard time of it. His wife and baby were taken in and cared for by neighbors until he was able to resume his work. Often seeing this happen I thought what if something would happen to me and mine and for quite a few days I could picture my family being put out into the streets and their faces showed signs of hunger, and it was not very long after that, that I started my savings account and carry Insurance and now the pictures look very pleasing to me, and I won't have to worry if anything would befall me.

CHAS. W. STOTHART,
Box 942, Port Angeles, Wash.

Mail This Coupon Now

The Milwaukee Magazine, 141 W. Ohio St., Chicago.

Attached and enclosed herewith find my "last line" to complete the Limerick. I hope I win the prize.

Name

Street No.CityState.....

What bank do you prefer in your town?.....

Have you a savings bank account?.....

In what department of the Milwaukee do you work?.....

OUR SAFETY FIRST BANKS

Below is a list of good Banks. We suggest that if you are near to them that you call, and take up the matter of starting a Savings Account, **Today**, not tomorrow. Don't keep your money in a sock or mattress; put it where it is safe in a Bank, to earn its keep, and grow. It's a delightful feeling to have a Savings Account protected and earning for you in a good Bank. **Start Now.** You can open a Savings account in any of the following Banks for \$1.00, and when you have opened it add a little to it each pay day. If your Bank is not listed, ask them why.

ILLINOIS

CHICAGO

Central Trust Co. of Illinois
Continental & Commercial Banks
Fullerton State Bank
1430-1402 Fullerton Avenue
Illinois Merchants Trust Company

IOWA

CEDAR RAPIDS

Cedar Rapids National Bank
4% Interest on Savings Accounts

SANBORN

Sanborn State Bank

DUBUQUE

Union Trust & Savings Bank
"The Bank that boosts Dubuque"
4% Interest paid on Savings Accounts

PERRY

Peoples Trust & Savings Bank
"Perry's Foremost Financial Institution"

SIOUX CITY

Iowa State Savings Bank
"A Friend to the Laboring Man"

MINNESOTA

MINNEAPOLIS

First National Bank
Merchants & Manufacturers State Bank
Minnesota Loan & Trust Company
Northwestern National Bank

ST. PAUL

Merchants National Bank

MISSOURI

KANSAS CITY

Manufacturers & Mechanics Bank

MONTANA

DEER LODGE

Larabie Bros., Bankers

MILES CITY

Commercial National Bank
First National Bank
Miles City National Bank

THREE FORKS

The Labor National Bank of Montana,
Owned and operated by members of Organized Labor.

OHIO

CLEVELAND

Brotherhood of Locomotive Engineers
Co-operative National Bank

SOUTH DAKOTA

MITCHELL

Commercial Trust & Savings Bank
"The Bank for your Savngs"

WASHINGTON

ELLENSBURG

National Bank of Ellensburg

SEATTLE

National Bank of Commerce
Peoples Savings Bank
"In their own Building"
2nd Ave at Pike St.
4% Interest on Savings Deposits
Seattle National Bank
Washington Mutual Savings Bank
1101 Second Avenue
Assets \$24,000,000

SPOKANE

Spokane & Eastern Trust Company
The Brotherhood's Co-operative National Bank
of Spokane.
"Labor's first Bank in the Pacific Northwest"

WISCONSIN

JANESVILLE

First National Bank
Established 1855
Capital Surplus and Undivided Profits over \$500,000.00
We Solicit Your Account and pledge you Security
and Service.
We pay 3% interest on Savings Deposits.

MILWAUKEE

First Wisconsin National Bank
Marshall & Ilsley Bank

MADISON

The State Bank
"See us before you open your Savings Account"

WAUSAU

First National Bank

Sioux City and Dakota Division
H. B. Olsen

You use 18 muscles when you frown—four make a smile, rest your face.

Chief Clerk Fred Myers and his wife, are touring Southern California and parts of Mexico.

Our Veteran Conductor Henry Conley is on an extended leave and has gone to Colorado to look after his mammoth apple crop. He is being relieved by Conductor "Billy" Opperud.

Bridge and Building Foreman S. E. Hanson and his crew are re-newing the inbound freight house platform at Sioux Falls. The condition of the old platform caused much discussion at each safety first meeting and the repairs are most welcome.

Conductor "Buck" Jenkins, who attended the Veterans' convention at Milwaukee, visited at Chicago, and reports they "Put on a party in the latter named city" for him.

Miss Ethel Jacobs, assistant cashier,

Sioux Falls, attended the wedding of her brother at Rock Valley, last week. At first we thought it was yours, Ethel, but the last issue of "Maggie" gives us your opinion.

Mrs. Tom Cavanaugh and son Mike, family of operator Cavanaugh, Sioux Falls, are visiting in the Twin Cities.

C. P. Downing took his vacation the last two weeks of September, and lo—we greeted a real bridegroom. The fortunate young lady was Miss Faye Volstead, the much

surprised wedding took place at Winthrop, Iowa. Here's wishing you all the happiness in the world, Clyde.

J. F. Long and wife, have invited a little stranger to visit their home permanently whose name is Lorraine.

A. H. Osthoff went to the Fair and we saw him with a young lady. Who is she, Al?

Operator E. L. Taylor, dispatcher's office, Sioux City, has gone to California for two weeks, where he will recuperate.

Agent C. McClanahan, Gayville, S. D., is spending his vacation spending his vacation in "The American Alps," perhaps known better as the Black Hills and is relieved by A. W. Sanburn.

Agent "Bill" Deveney, Grant Center, attended the Veterans' convention at Milwaukee, and took a few side trips on the return journey.

Agent E. R. Doering, Delmont, and family have gone to California, where they will spend 4 months. Agent Harry Bram of Fairview, goes to Delmont and says he believes he can learn to talk with his hands as will be required of him in that locality.

Operator Wood, who has been in California for some time, bid in and received 1st trick at West Yard.

"Tonnage" these days is heavy and cars are in demand. So far, the S. C. & D. is able to fill most car orders and we are enjoying a nice business.

The last Safety First meeting which was

Special Offer

\$6⁹⁵

Regular Value
\$10.00



All-Wool
Heavy Jumbo
Sweater Coat

Only
\$1.00
DOWN

Send only \$1.00 with the coupon. This heavy, pure virgin wool jumbo sweater comes on approval. Money back instantly if you ask for it. Don't be too late—order now.

Heavy Pure Wool

This is a splendid big sweater at a bargain price. Every fibre pure wool. Heavy rope stitch. Large fashioned shawl collar. Two large lined pockets. Close knitted wristlets. Ivory buttons to match. Made in big full size in rich fast colors. Nothing so practical for fall and winter wear. Sold by most stores for \$10.00, all spot cash.

Sizes 24 to 46. Colors: Dark Maroon or Navy Blue. Order by No. F-12. Send \$1.00 with coupon, \$1.00 monthly. Total price, \$6.95.

6 Months to Pay

Buy the Elmer Richards way, on credit, as thousands of well satisfied men are doing. Everything you need in clothing or shoes and you pay in monthly sums so small you will never miss them. Open a charge account with us. No charge for credit. One price only. Strictly dependable qualities. See this big sweater bargain on approval. Send coupon now.

Write for our Free Bargain Catalog of men's, women's and children's clothing and shoes. Everything on small monthly payments.

Elmer Richards Co.
Dept. 9118 West 35th Street, Chicago, Ill.

I enclose \$1.00.
Send Heavy Wool Sweater F-12. Size.....Color.....
If I am not satisfied when I receive the sweater, I can return it and get my payment back with charges. Otherwise, I will pay the advertised terms, \$1.00 with coupon, \$1.00 monthly. Total price, \$6.95.

Name.....

Address.....State.....

← Send Coupon

Don't miss this. The supply is limited. You take no risk. We stand back of this sweater. Compare our prices with cash prices in retail stores. Money back if you say so. Send coupon now with \$1. Don't be too late; send coupon.

Elmer Richards Co.
Dept. 9118 West 35th Street, Chicago, Ill.

Freight and
Passenger

CARS

Of Every
Description

Cars Repaired

Repair Parts

Castings

Bolsters

Forgings

Brake Beams

Cast Iron Wheels

PRESSED STEEL CAR CO.

New York

Pittsburgh

Chicago

St. Paul

held in Sioux City, was the best ever held on the division, there being eighty-two present. Of course, Sioux Falls will have the next one and we expect to run the attendance over that.

Miss Anna Petry and Miss Olga Lindblom have returned from their sojourn to the Glacier National Park. Ollie did not come back broke, but Pete brought back a diamond. Wonder when Ollie will get hers?

The force at the superintendent's office went out on a steak fry and everybody had a most enjoyable time. Steaks, potatoes, rolls, apple pie a la mode and lots of coffee—ask Carl and G. H. R. Thayer and Helen brought home a dog, but we understand that Helen has possession of the same—the dog.

Vacation periods are not over yet. Mrs. Vi Jensen, is spending two weeks motoring. Chief Dispatcher Walter C. Givens and family visited in his old home, making the trip by motor. A. L. Piper spent part in Minneapolis and Sibley, with his sister and the rest of the time catching up on sleep. Carl Wangberg spent his at the Capitol of Norway, or in other words at Minneapolis. C. Thayer Mullen, is contemplating on taking his in a little city near St. Louis, reason—enough, if you could see the Special's and other fat letters every day. Maybe other wedding bells will be ringing.

Next to the safety habit, the most important essential for keeping and increasing the company's business is always to treat all patrons and the general public with the same courtesy and smiling demeanor, that we happily nearly always practice. A smile has often smoothed the wrinkles from the brow of many a dis-

gruntled patron, and turned a kicker into a booster.

R. and S. W. Division

Lillian L.

LOST:—Man looking for bitter sweet. When last seen was wallowing in the mud about five miles from Savanna. Anyone knowing of his whereabouts will please notify his wife, as she is becoming alarmed at his absence.

Another one has gone from our midst. Now it's Ruth. She worked just five years to a day and then she quit and went away. Don't tell her that I did tell you, but she's going to marry her little "Stew," and by the time you do read this, you can no longer call her "Miss." She then will be a happy bride and the knot will be securely tied.

Sometime ago I told you about Bill Bates being peeved because he had to work and could not go to the circus. Now Bill is peeved because I just told on him and didn't say anything about the rest of the gang. It seems that Wobig and the whole crew were also sore, even Peter Clark was quite wrath about it, and the train received a lot of rough handling on the day in question, in fact, understand a number of claims have been entered for damaged freight on this account. Small boys do like a circus, you know.

Miss McDonald took quite a circle tour when she had her vacation, going to Davenport, to Chicago, Waukegan and Monroe, Wis. She went to Monroe on "cheese" day, and you know they let everyone sample the cheese at this time. As she did not have much appetite for a week after she got back, guess she came in for her share of the samples.

Jimmie Chambers and Georgie Pietsch

have gone far enough to be out of reach; away from the sound of buzzer or phone, way up in the woods to be ALONE. They took along a rod and gun, and they do plan to have some fun. As they are both of them quite husky, we expect they'll each bring back a muskie. We hope they'll have all kinds of luck, for we're everyone of us fond of duck.

There was quite some rivalry among the girls as to which one of them would occupy Ruth's chair, but Dolly Howard finally won out. You know Ruth had her desk right at a window where she could look out on to the main line all of the time. There's quite some method in their madness—do you get me?

Miss Louise Flasch succeeds Miss Howard as chief dispatcher's clerk.

Our sympathy is extended to Ray Devins, yard clerk at Beloit, for the loss of his mother, who passed away at her home in Beloit on October 9.

The box of candy Mrs. Wells sent on the wedding was duly appreciated by all.

Minneapolis Shop Happenings

James Nellins

Boilermaker Paul Lucas is recovering from effects of a personal injury sustained while at work in boiler shop, and his associates will be glad to see him back to the shop again.

September 16 boiler shopman Joseph Sagorsky was badly hurt in an automobile accident and his brother Frank of Silver Lake, Minn., was killed in same accident, and Boiler Shopman Herman Hoffman had his right leg broken also in same accident. Glad to report that the injured men are recovering, at the same time sympathizing with those men in their misfortune and bereavement.

PILES CURED WITHOUT SURGERY

Established
in Kansas City
24 Years



The
Parkview
Kansas City, Mo

LARGEST INSTITUTION IN THE
WORLD DEVOTED EXCLUSIVELY
TO TREATING RECTAL DISEASES

*No knife, no scissors, no clamp and cautery, no "red hot"
iron, no electricity, no confinement or hospital bills to pay*

**WE CURE EVERY CASE OF PILES WE TREAT BY DR.
McCLEARY'S MILD, SERUM-LIKE TREATMENT OR YOU
NEED NOT PAY ONE CENT**

We make this statement because when a case of piles has been neglected until incurable conditions have developed, we do not take such a case for treatment. All cases are treated on a basis of a complete and satisfactory CURE. Send now for complete information on an

**EASY AND POSITIVE CURE BY
DR. McCLEARY'S MILD SERUM-LIKE TREATMENT
BEFORE YOUR CASE BECOMES INCURABLE**

We will furnish you the names and addresses of over 8,000 business, professional and traveling men, farmers and stockmen, women and children, from all over the United States and Canada, whom we have cured. We convinced them, as we can convince you, that—

First—No matter what you have tried without success, your Piles can be permanently cured, posi-

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

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

BANK REFERENCES

As to our reliability and good standing we refer you by permission to the following banks of Kansas City:

Commonwealth National Bank	Missouri Savings Bank	Central Exchange National
Gate City National Bank	Columbia National Bank	Home Trust Company

We also refer you to your Home Bank or Commercial Club, as they can easily verify our statements by letter or telegram to the institutions named.

If you are afflicted, simply write your name on the bottom margin of this page, tear it out and mail today for full information on easy and positive cure; also Free Book on Rectal Diseases and "Curing Piles Without Surgery."

**DR. McCLEARY'S
PARKVIEW SANITARIUM**

651 TENTH AND PASEO

KANSAS CITY, MISSOURI

It is with regret that we announce the death of Mrs. John Gunderson, wife of Jno. Gunderson, bolt machine operator in the blacksmith shop, this woman passing away on Sept. 19, and sympathy is universally extended Mr. Gunderson in his loss and bereavement.

It would be well for all readers of the Magazine to carefully read page 30 of the September issue and get busy and start that savings account, and as it grows note the grand and glorious feeling with grapefruit in the morning and porterhouse at night.

The friends and fellow workers of Lawrence Quady are all tendering congratulations, the occasion being the wedding of this popular young fellow in the office of the car department, as he is a deserving man and the affair seems to agree with him.

Storekeeper F. J. O'Connor, of Milwaukee, was a business caller at the Minneapolis shops September 25, transacting business with his associate J. T. Kelley of this place. Mr. O'Connor certainly looked well, to the delight of his many friends at this place.

There was good and quick work done in the round house about 7:30 a. m., September 28, when fire was discovered and quick and good work on the part of the volunteer fire department prevented what might have been a bad fire. The blaze was detected by Special Officer T. A. Ward and the fire department acted on his orders in doing the good work.

Assistant Superintendent of Motive Power J. E. Bjorkholm made a business call here on October 3, looking well and his million dollar smile was with him as usual.

It looks well to see so many shop employes enrolling with the evening trade extension classes at Dunwoody Institute, preparing to attend the coming winter, and it is very nice and comfortable to put in the winter evenings as well as profitable, and these shops are sending their quota of scholars.

On the evening of September 25, the home of Mrs. Stanley Cave, who was formerly Miss Amelia Anderson, clerk, store department; was the scene of a joyous occasion, the occasion being a reunion of the former associates of Mrs. Cave, clerks of the store department. That all enjoyed themselves is evidenced by the happy faces and expressions of the young lady clerks, all declaring Mrs. Cave a royal entertainer. Those present were the Misses Elizabeth Murphy, Florence Kelly, Dora Christopherson, Luells Johnson, Ruth Carlson, Jane Williams, Emma Zinn, Florence Almon, Lillian Dolan, Rose Lahaney, Mary Zoll and Mrs. Elfes, the latter being a former clerk in the office of the storekeeper Miss Margaret Neuwirth.

Miss Dolores Bockman makes a most agreeable office associate to the clerical forces of the store department, this young lady being added to the staff recently.

The friends of Thomas Quinalan, keeper of the Minnehaha Avenue gate are all pleased to see him again on the job after an absence due to injuries sustained by being run down by an automobile. He is on the gain and will soon be in his former activity again.

Miss Oriole Smythe, recently employed in the office of the car department, is welcomed by her associates in the work, this young lady taking the place vacated by Miss Bernice Anderson, recently married and now living in Washington, D. C. Welcome the coming and speed the parting guest.

Musselshell Minutes

H. K.

This is such a damp, bad day in old Milestown, that it is next to impossible to render anything in the way of items—just the sort of weather for juicy scandal, but every time we try to listen in—we get our feet wet. This news slogan, "Go and get it" is all right in dry weather, but who wants to be a reporter on a day like this. It's heaps easier to sit by the fire and spin it.

Would the readers of this paper be interested in knowing that we've had so much rain in the last two weeks that we don't know what we're going to do with it? Every angle worm in the country is wiggling around out here in the park taking the air.

The badger special carrying fourteen cars from Milwaukee to the convention of the American Legion in San Francisco passed through here Tuesday night.

Since the Japanese earthquake turned the old world upside down and shook it, our climate changed over night—folks say this is going to be the banana belt. About January 15, somebody will be saying, "Yes, we have no blizzards."

Charlotte Parker accompanied by her husband and mother, is spending her vacation with relatives in Iowa. They expect to be gone two weeks.

Mr. and Mrs. Bob Lendecke, just returned from a visit to Chicago and Pittsburgh.

Donald Elder, clerk in Mr. Kolhase's office left for Portland, to continue his studies in dentistry at the Northwest Dental College. We miss Don's pleasant smile in the east window—it isn't quite as wide as Shorty's grin, but there's a lot to it.

Theo. Bowen is the busy new clerk in Mr. Randall's office—I'm afraid he's going to wear the sidewalk out in front of our office, though—just going by. Mr. Munson resigned his position in the office.

B. W. Brown, rodman on the T. M. Division, is assisting Engineer Bassett on the Musselshell Division this week. He's the nearest to a "Rhubarb Vaseline" type we've seen this side of Terry.

J. F. Herrick and wife, of Seattle, will make their future home in Milestown. Mr. Herrick is Mr. Randall's assistant in the D. F. & P. A. office.

Freight Auditor's Office

Rein and Rott

Our next issue will be the Christmas one, so do your Christmas shopping early and don't forget, ye scribes.

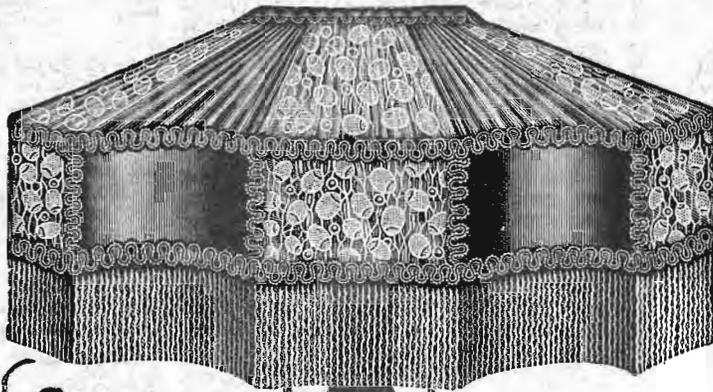
With appreciation, Bob Snowden received the beautiful lamp presented by those whom he has been associated with and states that life is very happy, not only acquiring a wife, but two sweet little girls to make home life full of joy. If, for any reason, you might doubt that happiness is not complete, an extended invitation is

given to make a call.

The revising bureau is the scene of a rather hectic romance between two of the most popular of the younger set. The match is rather promising and the results are awaited with great interest. Mr. Stephens better be looking around for a new tariff file clerk and get ready to wish his Galewood rebelled clerk his best wishes for a long and happy future.

Wedding Bells

'Twas on the 26th day of September, when our good old friend John Orłowski,



\$1.00
Down
Brings This

Gas or Electric The Lamp

Comes equipped for choice of gas or electricity. Has 2-light Benjamin socket for electricity only, with 8-ft. silk cord ready for use; or comes with 6-ft. rubber hose, burner, mantle and chimney for gas.

Mahogany Finish

Standard is 69 in. high, 3 in. in diameter. Highly polished French mahogany finish.

The Shade

Made in Fifth Avenue design, 24 in. in diameter, of delectable blue silk, shirred top, alternating plain and fancy art silk panels. 12 panels in all, tinsel braid border with 4-in. Chenille fringe. American beauty shirred lining. The harmonious color scheme gives effect of red light shining through a blue haze—a rich warm light. Shipping weight, 27 pounds.

Marshall Silky Fringe Pull-Cords

Also pair of Marshall silky fringe cords with 3½ in. silky fringed tassels, giving an added luxurious effect.

For gas use, order by No. G6332NA. For electricity, order by No. G6333NA.

Send only \$1 with the coupon, \$2 monthly. Total Bargain Price for lamp and shade, \$19.85.

Free Bargain Catalog

Shows thousands of bargains in home furnishings: furniture, jewelry, rugs, curtains, phonographs, stoves, dishes, aluminum ware, etc. All sold on easy terms. Catalog sent free with or without order. See the coupon.

Floor Lamp With 5th Ave. Silk Shade

Here is something you have always wanted—a beautiful floor lamp with handsome and elegant Fifth Avenue silk shade—to add an extra tone of elegance and luxury to your home. On this generous offer you can see just how this floor lamp and silk shade will look in your home, without risking anything. Send only \$1.00 with the coupon below, and we will send it complete to your home on approval, equipped for use with either gas or electricity. We take all the risk.

30 Days Trial

When the lamp outfit comes, use it freely for 30 days. See how beautifully the colorings of the handsome silk shade blend and harmonize with everything in the home. How useful it is, too—so handy for reading, can be moved around with ease to furnish a beautiful light and rich warmth and coziness to any room in the house. If after 30 days trial you decide not to keep the lamp, just return it at our expense and we will refund your \$1.00 deposit, plus any freight or express you paid. You cannot lose a single penny.

\$2.00 a Month

If you discover that this lamp is a tremendous bargain at the price we ask and you decide to keep it, send only \$2.00 a month until you have paid the total bargain price of \$19.85. Yes, only \$19.85 for this luxurious lamp and silk shade complete. Compare this value with anything you could buy locally at anywhere near the same price—even for spot cash! Straus & Schram gives you this bargain price and almost a year to pay. We trust honest people anywhere in U. S. No discount for cash; nothing extra for credit. No C. O. D.

Price Slashed

Decide now to see this beautiful floor lamp and silk shade in your home on approval on this price smashing offer. Think how the nickels and dimes slip away for useless things; save them for something worth while that will give satisfaction for years. Send the coupon with only \$1.00 now! Satisfaction guaranteed.

Straus & Schram, Dept. 4118 Chicago

This bargain offer is limited. Send the coupon now while offer lasts.

Straus & Schram, Dept. 4118 Chicago, Ill.
Enclosed find \$1.00. Ship special advertised Floor Lamp and Silk Shade as checked below. I am to have 30 days free trial. If I keep the lamp, I will send \$2.00 a month. If not satisfied, I am to return the lamp and shade within 30 days and you are to refund my \$1.00 plus any transportation charges I paid.

Gas Floor Lamp No. G6332NA, \$19.85
 Electric Floor Lamp No. G6333NA, \$19.85

Name.....
Street, R. F. D.....
or Box No.....
Shipping Point.....
Post Office..... State.....
If you want ONLY our free catalog of home furnishings, mark X here



You Need Money

That's why you work! And while you work you have it!

But what if sickness should overtake you or an accident befall you? What about your income then?

A few dollars invested in one of our Accident and Health Policies each month (a policy designed especially for railroad men) would assure you of an income in case of disability.

▲ ▲ ▲

Standard Accident Insurance Company

DETROIT :: MICHIGAN

Sell Travelers Accident Tickets—

EVERY DAY

Steady sales mean steady income for you. Steady income means a bigger total income for the year.

▲ ▲ ▲

**THE TRAVELERS
INSURANCE COMPANY**
HARTFORD :: CONNECTICUT

Pays Claims Promptly

the man who takes care of refrigeration, was united in marriage. As an everlasting reminder of this great occasion, his fellow co-workers presented him with a beautiful polychrome mirror and several vases and flower bowl.

September 29, was a double-header. Two of the feminine sex, namely Ella Kruse of the tracing bureau and Elsie Reiter of the estimate earnings bureau left to take unto themselves a life partner. Ella was given a percolator and Elsie a 72-inch Madera luncheon cloth, with the best wishes for a long and happy wedded life.

Mr. LaChappel lost two of his clerks when Olga Forslin and Ida Schwartz decided to give up their vocation and take up new duties—namely household duties. Wishing them a bright future, they each received a table lamp to enable them, should occasion ever require, to brighten their dreary days.

And, now, last but not least, comes along our good friend Count Signor Cajaton Vendegna who trespassed the dominion of the typing bureau and from the Swedish section he cast his lot with Ollie Backey. Married on Sunday afternoon, October 14, they left for Colorado to spend their honeymoon. The newlyweds were the recipients of a beautiful silver set.

Walter Helwig, head clerk of the tracing bureau has been promoted to chief clerk to J. H. Howard, assistant comptroller. Walter is well known and well liked and everyone wishes him all the success in the world.

W. F. Miller, our chief clerk, has been promoted to assistant freight auditor. Bill has the best wishes from everyone in the freight auditor's office.

Joe Ryan, former traveling auditor, is our new chief clerk. Everyone wishes Joe with his pleasing smile all the success possible.

An enjoyable trip through Yellowstone Park and the Colorado Rockies is reported by Clare Kennedy and Ruth Malmstrom. A Son of Erin, both mighty and bold, Greets the Ladies, young and old,

With a pleasant smile he greets them all, Whether comely and homely it matters not at all.

Every morn promptly at eight
His bulky form graces our Fullerton
"gate."

This mysterious Appolo of 300 pounds,
Could not be knocked out by Dempsey in
less than 3-rounds.

But when the weaker sex gather round
him each day,
His senses seem to fail him every way.

He succumbs to the womanly charm of
old,
By bringing down flowers whether warm
or cold.

Some lucky girl whether tall or small,
Is the recipient of the flowers—not bad at
all.

The name of this Prince Charming is
"Tom Fitzgerald," by heck!
Long may he live, the good old soul.

Milwaukee Shop Items H. W. G.

The Wisconsin, Michigan and Illinois inspectors were at the shops Aug. 29. Mr. Bjorkholm was over in Lansing, Mich., first week in September.

The new assembly room is proving a pleasant attraction these days, especially with the lantern slides and moving pictures. The advertising department sent up the Rocky Mountain electrification reel which took immensely. Among the sub-

jects for the M. M. meeting is A Photographic history of the Milwaukee road following Mr. Frank Rusch's paper, photos by H. W. G.

Mrs. Albert W. Reichard, wife of veteran moulder died Sunday Sept. 2. Our deepest sympathy is with Mr. Reichard and his family during their late bereavement.

Judging by the looks of the films sent over from the store department it is to be surmised that D. C. Curtis went thru Yellowstone Park on his recent western trip, as the Grand Canyon and Old Faithful show up good.

We were all glad to see Mr. Juneau back again after his somewhat lengthy absence recuperating on an outing, and hope that he will continue to feel better after a deservng rest.

The Red Cross relief collection for Japan was well subscribed for at the shops, \$1,200.00. Still what is this compared with the amount in exchange at the fight in New York the 14th inst. for a four minute exhibition?

The summer furs are disappearing as the frost comes on and slitup arms are in vogue once more.

The viaduct stairs have received some new steps, widening out the stairway two or three feet has been suggested. Also a traveling stairway similar to the arcade down town. Wait until the individual flying machines are in vogue. Over 80 automobiles are parked east of the railroad crossing; a canopy over them has been talked of.

The season is turned around up here. We are having our summer now and no Indian about it either.

Veteran Chas. E. Berodin, paint mixer, was married 50 years Oct. 9, which happened on the anniversary of the great Chicago fire of 1871. Mr. Berodin was the recipient of a big bunch of flowers for himself and his good wife with the well wishes of the assemblage. Mr. Berodin is a member of the Veterans' Association, having been in the employ of the company for the last 44 years.



Matthias Sigwald

Another veteran employe although not yet 25 years with the company is Mr. Matthias Sigwald, in the cabinet shop who just passed his 80th birthday, and he too received a bunch of flowers from his co-workers. This happened Oct. 5. His picture goes in with the items this month.

H. W. Griggs was over in his home district eastern Michigan a few days the 9th to 12th. Stopped by a wreck south of South Bend a few hours was one of the return features.

Commercial National Bank

MILES CITY, MONT.

Capital and Surplus

\$310,000.00

Special Attention Given to Savings Depositors

IOWA STATE SAVINGS BANK

Sioux City, Iowa



We welcome and solicit accounts of railroad employes--no matter how small--or large.

LARABIE BROTHERS BANKERS

INCORPORATED
DEER LODGE, MONTANA

Capital and Surplus \$200,000.00

The Oldest Bank in Montana
1869-1923

Old in years but young in spirit.
We invite you to use our Banking Service.

DEPARTMENTS

Commercial Savings Trust
Foreign Exchange Safe Deposit

TRANS-MISSOURI AND
MUSSELSHELL DIVISIONS

Bank by Mail

4% Interest on Savings Accounts.
5% Interest on Time Certificates of Deposit.

MILES CITY NATIONAL BANK

Miles City, Montana
Member Federal Reserve System
United States Depository

THRIFT

"Thrift may have become a hackneyed word, weary with the work that has been given it. But it is the best word to give easy expression to the whole idea of care in managing, wisdom in spending and diligence in saving. Thrift is not parsimony. It is generosity wisely applied. It means self-denial, not deprivation, and orderly thinking as well as orderly living. Spending money is a greater art than saving it but wise spending is impossible without effective saving."

The necessity for saving is born of environment. It may be cultivated but it will not grow and thrive unless necessity compels.

No preacher nor banker can make you save. You must do that for yourself. The banker can help you.

What each man owes to himself is a study of his own situation—his income, his obligations to his family, and what the future holds for him. The definition of "thrift," given above is a scheme of philosophy and a rule of conduct. Anyone can lay down rules but each man must do his own planning and saving.—*The Continental Commercial Banks, Chicago.*

Spokane and Eastern Trust Company

SPOKANE, WASH.

Capital & Surplus \$1,250,000.00

The Banking Home of Railroad Employes

Checking and Savings Accounts
Deposits may be made by mail.

Where Savings are Safe



Capital, Surplus & Profits \$2,000,000

Which One

will be your home--the rented house not built by your plan or the comfortable house of your dreams the result of your savings?

Savings Deposits made on or before the tenth of any month will draw interest from the first of that month.



The Merchants National Bank

Fourth near Robert Saint Paul

A Strong National Bank

Deposit

AND WITHDRAW YOUR MONEY

By Mail

The largest Bank in the Northwest .. Fully qualified to handle your account by mail..An ample, speedy mail department insures prompt attention to your business ..Ten Million Dollars of Capital and Surplus will safeguard your deposits

WRITE FOR INFORMATION

First National Bank
Minneapolis

Stylish Moleskin Cloth Coat

\$1.00
Down

\$20.00 value
Special Price
\$13.65

Send only \$1 with coupon for this coat. Guaranteed rain proof and is also suitable for stylish top coat. Made from good weight moleskin cloth, a smooth, soft-finished material resembling chamois leather. Warm and comfortable in the coldest weather. Swagger double-breasted belted style with stylish plaited patch pockets. Adjustable strap on sleeve. Yoke back with inverted plait, giving the coat plenty of fullness. Collar can be converted into military style, buttoning close up to neck or worn as shown in illustration. Ventilated armholes. Ivory buttons. Backed with fancy plaid fast colored woven lining with extra coating of rubber between. All seams sewed, strapped and cemented. 45 inches long. Sizes 34 to 46. Rich Leather Brown shade.

Order by No. F-19.
Terms, \$1 with coupon, \$2.10 monthly.
Total price, \$13.65

6 Months to Pay

Buy the Elmer Richards way. You can always be well dressed and pay in small monthly sums, so small you will never miss the expense. Money back if not satisfied. No charge for credit. Don't miss this bargain. Supply limited at this special bargain price.

Elmer Richards Co.

Dept. 4118, West 35th Street, Chicago, Ill.

Enclose \$1. Send Moleskin Cloth Coat No. F-19. Size _____

If I am not satisfied when I receive the coat I can return it and get my payment back with charges. Otherwise I will pay advertised terms, \$1 with coupon, \$2.10 monthly. Total price, \$13.65.

Name _____

Address _____

Post Office _____ State _____



Mail This
Coupon Today



Write for our Monthly Bulletin of men's, women's and children's clothing and shoes.

Rain Proof

Plaid Backed

No C. O. D. Charges to Pay

We have it from a reliable source that Attorney David Long, suffered recently a very sore trigger finger. Latest information, however, says no complications have set in and Dave will soon regain the use of this important member.

Bert Schaff, electric welder on the night shift, has been having a pretty tough time of it recently, having been operated upon several times within the past few weeks. Bert is getting along nicely, though, at present writing.

Harry Bridwell, chief clerk in General Foreman French's office, recently resigned his position to accept a position with the C. I. & L. Ry., at some \$25 per month increase in salary. While we hated like everything to see Harry leave, still we rejoice at his good fortune as he is sure to advance in his new position.

Miss Lola Haverly, local timekeeper, has succeeded Harry Bridwell as chief clerk to Mr. French and Miss Marjorie Brown comes to us to fill Miss Haverly's place. Introductions from young machinists are now in order.

Boilermaker Helpers Joe Holburt and Ollie Ingle recently resigned, Joe going back to the coal fields and Ollie going to the East. We wish them the best of luck as they were both fine fellows and good men.

C. A. Kennedy, general car foreman at Bedford is sure sticking his chest way out in the air these days and wearing one of those smiles which simply won't come off. The reason is this: Each year the car department holds a sort of convention at Milwaukee, the membership being composed of the general car foremen of the system. And in addition the inspector of each division having the best record and equipment is invited to attend as the guest of his foreman. Also a first and second prize is offered the foreman of each different division having the neatest and cleanest premises.

Now, Ernie Robinson of Bedford was selected as the inspector having the best record and equipment on this division and attended the convention from Bedford along with Mr. Kennedy and Mr. Perdu, foreman at Latta, of this division, on the strength of the cleanliness of his premises, took second prize and was invited to attend also. Hence Mr. Kennedy's smile.

Heard Above the Air Hammer's Rat-A-Tat-Tat at Bedford Shops

Red

Dale C. Sheffield, special apprentice on the C. M. & St. P. was awarded the first prize of \$35 offered by the railway mechanical engineer of New York, in a competition open to college graduates who are serving an apprenticeship on the railroads. The competitors were invited to present constructive suggestions as to how the course of training for them on the rail-

roads could be improved and how the railroads might make better use of them. Dale is a graduate of the engineering department of the Montana state college and came to Bedford four or five months ago for training in Bedford shops. While, he is not a native Hoosier, we are all just as proud of him as though he were.

Opal Henderson, pipefitter apprentice, is sure some little secret keeper. It has just been announced that he and Miss Ella Stotts were married the latter part of last May.

and Now ARRIVE

Dubuque Shop Jingles

"Oosie"

John Wiehl, a veteran boilermaker at Dubuque shops passed away at his home on Kaufman Ave., Oct. 11. Mr. Wiehl had been in the employ of the C. M. & St. P. at Dubuque for 34 years. He had been in ill health for a year previous to his death.

Slogan for the month—Close the door, Peggy!

For the girls who insist on touching the steam pipes, we'll have to put up a sign—"Hot Pipe".

She'll pass you on a hill, she'll pass you standing still—yes, sir, a Jewett will; Jim Smith sez. So he's going to go and take his little Studebake and park her in the lake; so he is.

D. G. C. F. Snell was in to see us the other day—he said hello and then good-bye—nor tarried on his way.

When Christmas bells do ring this year, F. Frick tells us that we will hear, his wedding bells ring loud and clear—another one gone, Oh dear, Oh dear.

If you're looking for a place, room slicked up and lots of space, where they treat you mighty fine—hospitality's their line; Inspector Hopp will tell you where in Chicago he "got the air." (Bill carries a revolver now—look out!)

The meanest man that ever lived, our Lillian does say, is the one that came from Milwaukee and took her car away. But our sheriff went right over and brought the auto back—but the bold bad man he got away, 'spect he'll give someone else a whack. Moral: Be careful of Milwaukee men.

Hans Jess jes' thought he better take to himself a bride; and so went to Chicago, to the altar he did glide with Miss Barbara Reiter (we wish them awful well) what music could be sweeter than the happy wedding bell?

Nella and Herb are quite chummy—they take in a movie each night; now isn't that just too thrilling; a romance, I believe, it is quite!

Foreman Galloway has got a nice little brand new girl; with a pretty little dimple and such a lovely curl.

There's a tall little girl, a dark little girl, a nice little girl is she; who used to walk to work each day—this girl's name is Nettie; but now she's brought to her daily toil by her dark little, tall little, boy—it's the same old time worn story—they're both SO full of joy!

We are glad to note the name of Locomotive Engineer John Barker appointed a trustee of the Milwaukee Employes Pension Association.

Storekeeper J. E. Dexter, we are glad to welcome back. And hope of health he brought with him a—great big stack.

A Willapa Harbor Breeze By the Wind Splitter

The Willapa Harbor Pioneer Club met in the Raymond passenger depot and elected officers for the ensuing year. After which we proceeded to tender a rousing farewell reception and banquet to Pioneer Operator, Charley Wildebour on the eve of his departure for Washington, D. C., where he goes to acquire a much needed college education at the Bliss Electrical School.

Geo. Hunt, pioneer brakeman and our prime prima donna tenor as an opening number, sang with touching pathos an exquisite baritone duet: "I Long to See You Go!" Composed and played on the

PATENTS Booklet Free—
Highest References
—Promptness Assured—Best Results. Send drawing or model for examination and report as to patentability.
WATSON E. COLEMAN
PATENT LAWYER
624 F Street Washington, D. C.

Union Spring & Manufacturing Co.

Manufacturers of
Steel Castings, Coil Springs,
Spring Plates, Elliptic Springs, Journal Box
Lids, Kensington Journal Box

(ALL STEEL)

WORKS--NEW KENSINGTON, PA.
PITTSBURGH OFFICE--300 GRANITE BLDG.

50 Church St., New York, N. Y.
Fisher Bldg., Chicago, Ill.
Todd Building, Louisville, Ky.
Mutual Bldg., Richmond, Va.
Munsey Bldg., Baltimore, Md.
"City Center" Bldg., Philadelphia, Pa.

TENTS

CAMP EQUIPMENT
COMFORT

On your camping trip is assured if you have the proper tent and equipment. Our Catalog and camper's guide will put you on the right road. Send free. Ask for Catalog No. 628.

GEO. B. CARPENTER & Co.
440 NO. WELLS ST. CHICAGO.

PATENTS

Trade-Marks, Copyrights and Patent Litigation
Write for advice and instructions how to proceed, costs, etc. Hand Book with illustrations of 100 Mechanical Movements sent free on request.

ALBERT E. DIETERICH

Patent Lawyer and Solicitor

Successor to Fred G. Dieterich & Co. 66 Ouray Bldg., Washington, D. C.

Electrification of the Virginian Railway

H. G. Wells points out the fact that the United States does not owe its existence to democracy, to naval prowess, nor to its location, but to the fact that the railroads were invented and developed at the critical period in the growth of our government. It was this fact and this fact alone that enabled the United States to grow into one united, organized country instead of into a group of nations such as Europe has. Thanks to the railroads, our country has grown beyond the "horse-drawn-size" country, and has developed into a full grown, "train-drawn-size" nation.

Now that the country has developed to its present size and strength, now that we, as a nation, are giving thought to prosperity within our borders rather than to conquest and expansion beyond our prescribed boundaries, and now that present indications predict rapid advances in future prosperity and continued development, all railroads are facing the important problem of increasing their capacity to take care of the increased traffic that they will surely be called on to handle.

There are two methods of increasing the capacity of any railroad; one, by increasing the equipment on the road, the other by increasing the efficiency of the present equipment. The Virginian Railway Company recently foreseeing the call for additional capacity has decided on the latter method of increasing their capacity.

This railway, like the C. M. & St. P. R. R., hauls a large amount of freight over the mountains. Last year they hauled 7,000,000 tons of coal over the Allegheny Mountains down to the seashore. With prospects of increasing this capacity to 12,000,000 tons annually and with limited track space and mountain grades between Roanoke, Va. and Mullens, W. Va., they faced a serious problem of how to manage such a tremendous increase.

After a thorough study of the conditions, the engineers decided to electrify the 135 route miles lying between these

two points, using the alternating current system with a single phase overhead trolley and split phase A. C. motive power units. About mid-way of the electrified section on the New River will be the large central station power house, containing three 12,500 Kw. single phase, 25 cycle, Westinghouse turbine generator units which will generate the power for transmission at 88,000 volts to the 13 outdoor transformer stations, most of which will contain 2 transformers of 3,000 Kv-a. each to step the voltage down to 11,000 volts A. C. 25 cycle single phase for the trolley.

The electric motive power units will be similar to those now used on the Norfolk & Western Railroad. Trains of 6,000 tons up a 2% grade at a speed of 14 M. P. H. will require 12,000 H. P. at the wheels.

These electric motive power units will replace the articulated mallet type steam locomotives now used on this section, which are among the most powerful steam locomotives built, having 20 driving wheels and 4 cylinders. But even with three of these powerful steam locomotives on a train (combined H. P. 7,000 H. P.) the railroad can haul trains of only 5,500 tons at a speed of only 7 M. P. H.

Electrification, permitting more than the present tonnage per train to be hauled at twice their present speed, will, therefore, enable the Virginian Railway to handle over twice their present load over the mountains.

By means of regenerative braking the speed of the down grade trains can be regulated without wear on the brake shoes and the company will be able to save 15,000,000 Kw. Hr. of electricity a year.

The contract for furnishing the complete equipment covering the motive power units, the power house, transformer stations and trolley line has been let to the Westinghouse Electric & Manufacturing Company of East Pittsburgh, Pennsylvania.

"Standard o'er the earth on
account of greater worth"



TRADE MARK REGISTERED

Steam Turbo-Generators

500 Watts to 7½ K. W.

A Complete Line of—

Headlight Cases—Sheet and Cast Metal
Reflectors—Metal and Glass
Portable Headlight Cases
Floodlights
Searchlights
Lamps for rear of tender
Lighting accessories, such as switches
(open and enclosed), sockets, dimmers,
connectors, junction boxes, etc.
Write for Catalogue No. 101

Makers of the Famous "Nonglare" Glass
Reflectors for Locomotive Headlights

FLOODLIGHTS

INCREASE SAFETY AND PRODUCTION
Better Illumination With Fewer Units With
"Pyle-National" Floodlights,

THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of
Locomotive Electric Headlight Sets

General Offices and Works
CHICAGO, ILL.

Dearborn BULLETINS

Another Dearborn Service

USE Dearborn Special No. 134 for quick removal of scale in feed lines, condensers, pumps, water jackets, closed heaters and similar apparatus. Easy, economical. Results guaranteed. Investigate!

DEARBORN CHEMICAL COMPANY

332 South Michigan
Avenue
CHICAGO

typewriter by Miss Evelyn Wildebour, who is Charley's sister and our pioneer stenographer.

Our genial agent, E. M. Hopkins then favored the assembled pioneers with an instructive elucidation of the problems and intricacies of car distribution on the dear old L. S. & W. H. that brought reminiscent tears to the eyes of the old timers. He softly touched the strings of memory's harp and once more we seemed to hear Mart. Tuttle and Art Crosby "Talking it over" as they sometimes did. Once more the old gang was back with us and we were hauling gravel to build the road. And then just to show us what a versatile sort of cuss "our genial agent" really is, he chased the gloom clouds away and brought us once more into the bright sunshine of hearty laughter by his gladsome rendering of a tender little cradle song: "I'll Build No More Rooms On My House!" Words and music by E. M. Hopkins, sent anywhere in U. S. or Canada upon receipt of thirty-five cents.

Spike, Conductor Sanders and Fireman Ed. Spiegelberg at this period made a motion to change the Club's name to W. E. Brown's Veteran Corps. After some discussion it was voted down.

Pioneer Engineer R. G. Webb, spoke at some length comparing the psychological effect of the Westinghouse Air Brake, versus the ice cream cone on the westward trend of civilization. He also explained the whereforeness of the why he bumped "Old Fuzzy" Martin off of the local run instead of pushing Mountain Johnny off of the passenger job. You see during the dear old construction days of the L. S. & W. H. when "Old Fuzzy" was young Fuzzy firing for Webb, it was a part of the fireman's job and his duty to make up the beds in the caboose for the train and engine crew. And one fatal Saturday night Fuzzy forgot to change the sheets on Webb's bed! That was a long time ago, but Webb hasn't forgiven him yet.

And now the guest of honor, our own Charley, arose in the full majesty of low cut vest and swallow-tail coat and made the grand hailing sign of the Willapa Harbor Pioneer by a downward pull on his vest and a wiping movement of the hand across the chin. After a similar response by the Club he launched into a stirring discourse on aero electrics that thrilled our very heartstrings.

"When the armature of a compound transformer is brought into the inductance field of a skinder-vicken rectifier and the high tension of the kilo watt regenerates through the tranverse coil of the contrary terminal, the resultant parallelism of the series is to the equipotential as the sum total of the dynamic force is to the electrophons!"

As the full horror of the awful possibilities of such a cataclysmic catastrophe dawned upon our startled senses, we gazed at each other aghast, spell bound with awe!

Pinky Miles, who is also an operator and an electrician of sorts, openly burst into tears and blindly reached for his rear pocket handkerchief, but pulled out about a yard of his best shirt instead to wipe his streaming eyes.

But sh-ush, listen! Wildebour is still talking!

"There need be no alarm however, my friends! I am going to Washington to the Bliss Electrical School and I will tell President Coolidge and the rest of the world

KERITE



For Signal
Service, Car
Wiring, Light-
ing and Power
Service

**KERITE INSULATED
WIRE & CABLE COMPANY**

NEW YORK

CHICAGO

IT IS NOT IMPERATIVE

THAT YOU KNOW A THING
SO LONG AS YOU KNOW
WHERE TO FIND IT



**YOU WILL FIND EVERY
THING FOR THE OFFICE**

AT

H. C. MILLER CO.

Manufacturing Stationers
Loose Leaf Specialists

342-344-346 Broadway, Milwaukee, Wis.

MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company

Northern Life Building

Seattle, Wash.

Telephone Wabash 5408

**HILLISON & ETTEN
COMPANY**

Personal Service

PRINTERS - BINDERS

638 Federal Street

CHICAGO

that when the electrolyte of the pantagraph is economized by a relay of the amperage through the solenoid, the eternal circuit of the core can discharge through the field of the ammeter and be used to rotate the gap of the magnetic influence!"

And we smiled at each other in happy relief that once more the world had been saved.

At the conclusion of the reception, the Ladies' Auxillary, assisted by pioneer fireman Ed French, as Chief de Skillet, served dainty refreshments of sauer kraut, wiener wursts and dill pickles, with what fireman John A. Johnson terms "condamned" (contaminated) water from the Raymond faucet.

Once more Spike Sanders and Eddy Spiegelberg tried to filibuster through a movement changing the name of the Club to W. E. Brown's Veteran Corps, but she stands the Willapa Harbor Pioneer Club with Charley "Green Bay Kid" Conductor Snyder as President—and long may they wave!

Chicago Terminal Doins
Guy E. Sampson

Oh, Mr. Gallagher, Oh, Mr. Gallagher,
Obe Atchison is the luckiest fellow that
you ever seen

Without a word to say
He went to La Crosse one day
And returned with—

A fortune, Mr. Gallagher?
No, a housekeeper, Mr. Shean.

Yes, sir, that is just what he went and did. Without saying a word to his sister with whom he had been living for years he silently slipped away to La Crosse, Wisconsin, and brought home a bride. As he is employed in the car department they will soon be settled in their new home at Bensenville and all employes join in wishing them a long and happy life.

Stanley Core, who was formerly our assistant roadmaster, has sent some of the boys an announcement card showing that he and Miss Nellie Byrd were married Sept. 1, and would be at home at Washington, Iowa, after Oct. 1, where Stanley now holds a position with the Milwaukee Ry. Co. Congratulations.

All grain now arriving at Chicago for inspection is held at Bensenville and inspected there as the inspectors have been moved from Galewood where this work was formerly done. As the majority of grain is delivered to the I. H. B. this arrangement saves a back haul, another saving of time and fuel. The building formerly used as a restaurant at the North Hump has been fitted up for the inspectors and No. 36 stops daily at the hump and picks up the samples which are then delivered to the Board of Trade in time for that day's sales.

Switchman Robt. DiVall and wife are rejoicing over the arrival of a son at their home this month. Bob says he now has three Queens and a Jack, a fair hand. Mother and son doing fine and the cigars all smoked up. Thanks.

We are informed that on Oct. 8, Robt. Graves of Mr. Whiting's office wore a 3x9 smile and when questioned as to the cause of the extra smile advised that a son weighing 8 pounds arrived at his home the day before and that they had decided to let him remain and share the joys of their little home. Congratulations.

Galewood's fair comptometer operator, Harriet Lindboe returned from her vacation and informs us that in the future she will be known as Mrs. Walter Elder.

Good Luck Harriet.

Sir Sidney Beaubien took unto himself a wife and they are spending their honeymoon in New York. With the scarcity of women and the low rate of rents now a days a fellow sure is in luck to get married (?) Thanks for the cigars Sid, old boy.

Gee, the wedding bells have been ringing around here so much lately that the boys nearly missed hearing a fire bell one day last week. There ought to be some law against bunching these happy events. Our latest wedding report is Mrs. William S. Heyworth formerly Jennie Mois and our bill clerk. No information as to where the honeymoon was spent, but any how we wish you luck Jane.

A farewell party was given by the Galewood girls for our bill clerk Sophie Stevens who left us to take up household duties and otherwise. After a farewell address by Florence Hale, Madge Baldwin presented her with a sewing cabinet in behalf of the office. Luncheon was served and a good time was had by all present.

Galewood has entered a term in the Milwaukee bowling league this year, which consists of 8 teams made up from the following departments, freight auditors, car accountants, ticket auditors, comptrollers, station accountants Galewood office, assistant comptrollers and A. F. E. bureau. At this writing the Galewood team stands 4th in the league, holds high score of 2640 for three games, holds high score of 927 for single game. Members of Galewood team are Alix Gustafson, L. Donicky, Al Ripplinger, Art Strohmeyer and Ed Hegert.

The Galewood "football" team started the season Oct. 7 and will challenge any team in the city at 150 lbs., E. Hegart manager.

Galewood's chief clerk, Ed Hale, his son and Charles Trayser were out hunting recently near Kingston, Ill. and we are informed that they shot some wild crab apples, a few barb wire fences and some squirrels. They intend going up north in search of bigger game this fall.

Dominick Boyle has purchased a new bungalow in River Grove. He says his kids can make all the noise they want to now—no more cranky landlords.

Uncle Fred Story, Galewood's utility man has just returned from a week's vacation which he spent at his summer resort at Rib Lake, Wisconsin. The uncle says that he never will go up there again without his compass and square as he was lost for three days in his own back yard not one half mile from the door of his cottage.

Carpenters and machinists are busy re-lining the Bensenville coal shed and engines are being coaled up with a clam shell for the time being. Every body concerned will be happy when the job is finished as Chicago Terminals employes are making a drive on "fuel conservation" and conditions of this nature naturally sets them back some-what.

On the morning of Oct. 7, Towerman Wm. McNearney on duty at Soo Line crossing tower just east of Franklin Park noticed a drove of horses slowly canter up onto the tracks from the highway crossing. As No. 6 a fast passenger train was due he set his switches and signals for No. 6 and went down the track and drove the horses off the track just before No. 6 flew past them. By so doing he no doubt saved some of the animals from being killed and perhaps averted an accident which often occurs when a drove of animals is hit by a fast train.

**We are all
Employees**

Fundamentally a great manufacturing business is in exactly the same relation to its customers as the individual is to the company which employs him.

The basis upon which we all live, thrive and progress is the basis of service to others.

That is the spirit that stands back of our products.

- "Huntoon Truck Bolsters"
- "Huntoon Brake Beams"
- "Pilcher Trussed Truck Side Frames"

That is the spirit that has made these products so satisfactory to the Railway industry and has made our business grow.

Republic Railway Equipment Co.
(INCORPORATED)

Successors to
JOLIET RAILWAY SUPPLY CO.
Railway Exchange Bldg., Chicago

**Massachusetts Bonding
and Insurance Company**

is issuing the

"HEADLIGHT"

Accident and Health
POLICY

It is especially designed for
Railroad Employees
and is the Most UP-TO-DATE
Contract, containing the BROAD-
EST and MOST LIBERAL
BENEFITS Yet Offered

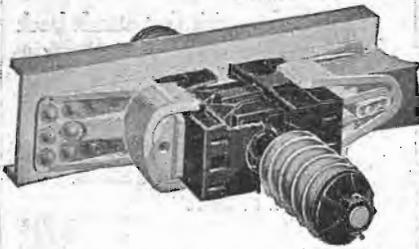
See our agent today or fill out coupon below and send to Supt. Railroad Dept. 0000, Saginaw, Mich.

Gentlemen:

I am interested in an agency proposition,
 I am interested in a "Headlight" Policy.

Name.....Age.....
Street.....
City.....State.....
Occupation.....
Employed by..... R. R.....

CARDWELL FRICTION DRAFT GEAR



UNION DRAFT GEAR COMPANY

CHICAGO OFFICE MCCORMICK BLDG.
CANADIAN OFFICE TRANSPORTATION
BUILDING MONTREAL

Baldwin Locomotives To Speed Up Traffic Movement

Over four thousand new locomotives will be placed in service by the railroads this year, to speed up the movement of freight and passengers, and to take care of the estimated 7% increase in traffic requirements. Many of these new locomotives are Baldwins, and these Works are doing all in their power to cooperate with the railways in keeping pace with the growth of traffic.

The wide experience gained by these Works in building more than 56,500 locomotives, is always at the command of the railways of the country.

THE
Baldwin Locomotive Works
PHILADELPHIA

Northern Montana Division

A. B. T.

Mr. and Mrs. Chas. Koch were on an extended trip of the West, stopping at such points as Spokane, Seattle, Tacoma, Portland and San Francisco, during the latter part of September. They took in all the sights, as per advertised, and also some not advertised, and what they missed wasn't much. They report a very nice time.

Harry Lindsley, Superintendents Stenographer is now on his vacation resting from the very arduous duties as interpreter of the Sid Smith publications. Incidentally instead of pounding the typewriter, he is undoubtedly working on the cow, or cows. We hope that when he reads this, he will have enjoyed his vacation.

W. M. Anderson, master mechanic attended the staff meeting at Milwaukee in September. He reports that they were kept pretty busy.

Paul Allmeyer was looking over his old stamping grounds at Miles City recently.

Alec McDonald, erstwhile store department employe and family have left for Glandale, Cal., to make their future home. He started out in his jitney and guess he made it all right, cause those things always run.

Bud Gove of the store department is quite a speed fiend with his bug. The name bug, is derived from bug juice, on which he runs the car.

Conductor C. G. Bacon, wife and family returned from a six weeks' vacation spent in the Twin Cities.

Conductor J. P. Smeltzer, wife and family, returned from a two months' visit which was spent at Paradise, Cal. (This country is not Paradise for the next few months.)

Wagner and Garin of the Miles City Engineering force is with us temporarily assisting to place markers in and around the vicinity of Lewistown.

W. H. and E. M. Wandell, were guests of Conductor Wandell for a few days. W. H. is a conductor on C. N. & W. Ry., E. M. is machinist at C. N. & W. shops at Kaukauna, Wis. They enjoyed their trip very much while here and said they would like to belong to the Milwaukee railroad family.

Mr. and Mrs. Donald Walsh, son and daughter-in-law of Dave Walsh, chief clerk at Lewistown freight office, arrived from Palco, Kansas to make their future home in Montana.

H. W. Jackson, ware-house foreman spent Sunday Looking after his farming interest in the Denton country.

Max Says "Yes,
We don't Got some.
Should we get any,
We will give you none."

Illinois Division

M. J. S.

Miss Betty Cole has returned to her duties in the Presbyterian hospital at Chicago, after a month's vacation in Savannah with relatives and friends.

Clara and Delia Cush have returned from a motor trip thru Illinois and Wisconsin. Their brother Arthur Cush, baggageman accompanied them.

C. Gradt, chief carpenter and R. G. Heck, division engineer and their wives attended the American Bridge & Builder's convention held in Seattle, Wash., the latter part of October.

A. J. Elder, trainmaster at Milwaukee Terminals "dropped in" to see the old

Telephone Harrison { 6140-6141
6142-6143

HEDSTROM-BARRY CO.

RAILROAD AND COMMERCIAL PRINTERS
BINDERS AND STATIONERS

Manufacturers of Baggage Checks and Tags

Licensed Railroad Ticket Printers

618-620 So. Sherman St. CHICAGO



PRIME'S PLUGS

THE PRIME
MANUFACTURING CO.
MILWAUKEE, WISCONSIN

Tie Plates :: Derailers

Highway Crossing
Signals and
Accessories

THE RAILROAD SUPPLY COMPANY
BEDFORD BUILDING CHICAGO, ILLINOIS

HARRY
SAYS

"ADVERTISE
IN THE
MILWAUKEE!"

bunch. He put his car to good use and took the office force home—and it wasn't raining either.

Harold Rieff, chief clerk to C. C. Smola, division storekeeper has returned from his vacation which was spent in Milwaukee, Wis. and Du-
buque.

Bob Kiley formerly of the division engineer's office has left for Beloit, Wis. where he is attending college. Tom McHugh from Chicago is taking his place.

Miss Yevonne Losey, stenographer to chief dispatcher has accepted a position in general superintendent's office, Chicago. Her place will be taken by Miss Viola Donahue from O. N. Harstad's office. Glad to have you back Viola. Remember what we told you Yevonne?

Say—ain't it queer when people get back from their vacations, how they sit and look into space, a thinking about those good old times? Oh, well! Cheer up! You've got two weeks coming next year you know.

We welcome Conductor W. Fritz back on the division, who has returned to duty recently after an injury a few months ago.

Congratulations are extended to Brakeman Theo. W. Hawkinson on his recent marriage at Chicago.

A wienie and marshmallow roast was enjoyed by the members of the superintendent's office force at Savanna, Oct. 5, going to the highest point—the pinnacle. We played around the log fire until dark, and were real "kids" once again!

Mrs. Wm. J. Hurlhey, wife of Boilermaker Hurlhey, died at her home August 30, 1923. Sympathy extended.

J. R. Slater, R. H. foreman, has returned from a vacation spent in Pittsburgh, visiting his sister and other relatives.

Bright sayings in D. M. M. Office:

Ilene: "Is a wheel and a tire the same thing?"

Quick response: "Gracious, No!"

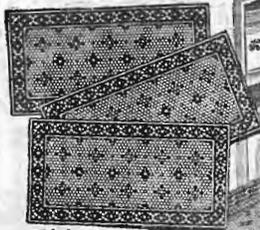
Ilene: "Well, they are ordered on the same requisition, anyway."

Iona: "How much does a 5 lb. globe valve weigh?"

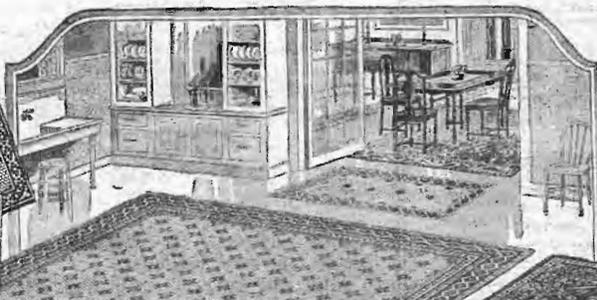
Clarabel, with an eye for economy: "Can a paper punch be sent in for repair and return?"

Congratulations to Mr. and Mrs. Wm. C. Doherty on the birth of a son, September 23. The candy we did not get was good!

Year to Pay



This is Pattern 408



3 Rugs Free

Each small rug measures 18 x 36 inches. They match exactly the large rug you select. While this offer lasts, we give three of these small rugs free with each large rug; all for less than the price of one.

TRIPLE GUARANTEE

There is only one guaranteed Congoleum rug identified by the Gold Seal shown above on the Rugs. It protects you against dissatisfaction and gives you an unconditional money-back guarantee. Behind the Gold Seal Guarantee is our own Double Bond. No orders filled in cities of 100,000 population or over.



Choice of two Patterns on 30 Days Free Trial

Four CONGOLEUM Rugs for Less than the Price of One

\$1.00 Brings All Four

Ours is the only house in America that can make such an offer. No one else can bring you a genuine guaranteed Gold Seal Congoleum Rug, in the full 9 foot by 12 foot size, with three small rugs extra, and all for less than the regular price of the big rug alone. And on a year credit. Clip the coupon below. Write your name and address plainly. Say which pattern you want. Pin a dollar bill to it—mail at once. We will ship immediately on a month's trial—all 4 Congoleum Rugs—in one complete neat package. No muss, no bother, no trouble to lay. If satisfactory take a year to pay.

Tile Pattern No. 408 Probably no floor covering of any quality or price ever piled up the popularity of this wonderful design. It is a superb tile pattern that looks like mosaic. Lovely robin's egg blue, with shadings of Dutch blue, and a background of soft stone gray, give a matchless effect. Particularly suited for kitchen or dining room. Don't fear muddy boots and shoes. A damp mop whisks it clean in a jiffy.

Only \$1.00 with Coupon—\$1.50 Monthly
No. E4C408 9x12ft. Congoleum Gold Seal Rug with three \$17.95 small rugs to match, each 18x36 in.—all four only

Pattern No. 534 This is the Oriental Gold Seal Congoleum Art Rug as shown at the top of this page. On the floor, it looks unbelievably like an expensive woven rug. The richest blue color dominates the ground work. Mellow ecru, old ivory and light tans, set off the blue field. Mingled with these lovely tints are peacock blue, robin's egg blue and darker tones. Old rose, tiny specks of lighter pink and dark mulberry are artistically placed. Darker browns and blacks lend dignity and richness.

The border background contrasts with the blue all over center by reversing the color scheme. Ecru and tan shades form the border background. An ideal all purpose rug, beautiful in any room.

Only \$1.00 with Coupon—\$1.50 Monthly
No. E4C534 9x12ft. Congoleum Gold Seal Rug with three \$17.95 small rugs to match, each 18x36 in.—all four only

Our Catalog of 10000 Other Furniture Bargains—Now Ready. A Postal Card Brings it FREE!

10,000 Other Furniture Bargains **Spiegel, May, Stern Co.** Ask for FREE Catalog

1085 W. 35th Street, CHICAGO, ILL.

The Rug of Guaranteed Wear

Congoleum Gold Seal Art Rugs are the most popular floor covering known. They are rapidly becoming the national floor covering—highly prized in good homes for any and all rooms.

Waterproof. No burlap for water to rot. Surface is hard, smooth and wear-resisting. Does not stain. Not marred or hurt by spilling of hot liquids.

They lie flat from the first moment without fastening. They never curl up or kick up at edges or corners. No need to tack or fasten them down. Dirt cannot accumulate underneath.

Less work. Rid yourself of back-breaking drudgery. Dirt, ashes, grit, dust or mud cannot "grind into" Congoleum Gold Seal Art Rugs. A damp rag or mop keeps it clean and colorings bright.

No laborious beating, no sending to cleaners. Absolutely sanitary.

PIN A DOLLAR TO COUPON BELOW

Spiegel, May Stern Co., 1085 W. 35th St., Chicago, Ill.

I enclose \$1 for the 4 Gold Seal Congoleum Art Rugs—exactly as described—in the pattern selected below, on 30 days free trial. If I return them, you are to refund my \$1, also all transportation costs. Otherwise I will pay \$1.50 monthly until special bargain price of \$17.95 is paid.

I want Pattern Number _____
Be sure to write in space above the Number of the pattern you select. If you wish both patterns, put down both numbers send \$2 with order and \$3 monthly and get all 8 rugs.

Name _____
Street, R.F.D. _____
or Box No. _____

Post Office _____ State _____

Shipping Point _____
Also send me your latest Free Furniture Book

Miss Leota Frazier, clerk in the store department has resigned her position and will soon take up duties which follows the "I will" program. Her clerical position has been taken by Norma Bahne.

A personal item of "Thanks" is the wish of Ye Scribe, Mrs. Mabel J. Stark, for the wedding gift presented to her by the division employees, being a check in the amount of \$125.00. The wonderful spirit in the giving of this gift, which has been evidenced through personal expression, is more than appreciated, and sincerest

thanks are extended in this small way through the medium of the Employees Magazine.

Wedding Bells for Illinois Division Correspondent

Saturday evening September 22 occurred the marriage of our Illinois Division correspondent, Miss Mable Johnson to Illinois Division Fireman, Maurice Stark, at the home of her parents, Mr. and Mrs. Lewis Johnson, Chicago Ave., Savanna Illinois. Their honeymoon was spent at Chattanooga, Tenn. Mr. and Mrs. Stark

Storage of Acetylene Cylinders

Store acetylene cylinders, both full and empty, in a shed or building well ventilated and protected from the elements and free from sparks or a flame. No other combustible material should be stored in the same room with acetylene. All cylinders should be stored standing upright.

During very cold weather, the acetylene storage room or building may be artificially heated by steam but not to exceed a temperature of 50° F. to 60° F. Cylinders should be at least three feet away from the steam pipes or radiators. If full acetylene cylinders are allowed to remain in excessively cold storage, difficulty may be experienced with regulator freezing when welding or cutting is being done on outside jobs.

When the cylinder is emptied, always close the valve tightly. There is usually a small amount of gas contained in the empty cylinder. If the valve is not closed tight, this small amount of gas escaping may cause trouble when in return transit.

Gas Tank Recharging Co.

General Office:
MILWAUKEE, WIS.

"Makers of Quality Gas"

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee Wisconsin

are residing at 509 Chicago Avenue, Savanna and are receiving the congratulations of their many friends. The trainmen and superintendent's office presented the couple with a check for \$125.00.

Old Line "Line o' Type"

Hazel E. Whitty

It is better to watch your step than to watch the clock.

Ray Lockwood at Horicon has completed his new residence.

John Ehr recently underwent an operation and is recovering nicely.

Tom Pluck, claim adjuster has been transferred to the R. & S. W. Division.

W. A. Hinsey and party were at Horicon recently on an investigation matter.

Maurice Whitty has been appointed cashier at Horicon in place of Felix Rave who has gone to the R. & S. W. Division.

Chas. Wolfrom celebrated his 42nd birthday by working his regular run.

We have a new combination car on the Portage Line. It looks nice, never heard how it rides.

Napoleon Page is now agent at Rush Lake. Ed Adams is second-trick operator at Randolph and Bernard Zieloff is at Waupun.

Among others who attended the big Beaver Dam fair were E. Erickson, E. H. Bannon and Mr. Block, special agent. How did you like the high dive, boys?

Pat Madden paid us a friendly visit one morning while enroute to Portage.

Heinie Rief is on way freights 91 and 92. H. Parker takes the Portage run. Heinie is pretty swift for freight trains, we say.

The Legion Special was typical of the Milwaukee Road when fulfilling a contract. A more beautiful train could not be wished for than that which passed over the Northern Division to Portage and then on to Seattle. Mike O'Brian and Al Smith were the engineers and Amos Koch conductor. The train was very ably handled all thru and met with considerable comment at every point.

Lew Kreps has been transferred to Oshkosh to take the place of Ed. Schindle who has left the Division.

Chas. Wolfrom's mother passed away during the latter part of September. Mrs. Wolfrom had been in poor health for some time.

Reuben J. Starry and wife of Minn. Jct. are on a vacation, supposed to be slaughtering ducks.

The optimist sees the doughnut while the pessimist sees the hole.

F. S. Pooler, tie agent, assisted by Supt. N. P. Thurber and twelve other officials from different tie treating plants, made a special inspection of the ties in the test track at Hartford, Wis. Some of the ties have proved to be of great interest to the inspectors, and they are having some sent to Madison and to Ohio for special inspection.

F. Lieske and wife have gone to Canada for a two weeks' visit.

J. Schaefer and wife have taken a little trip to Seattle.

Henry Grady's new sedan has been run 6014 miles. Heinie says he can account for 14 miles but not for the other 6000.

Signal Department Wig-Wags Lines West

F. G. M.

And the hunting season is on with a whirl. Over in Montana, E. R. Spigler, C. S. Martin, and Harry McPherson, made a raid on the grouse, and each of them

got the lawful limit. C. O. McPherson, also got a few. Tyler and Steed went up to Enumclaw October 1st, and claim they got a deer. Messrs. Smith and Allen have made reservations at Ellensburg for November 1, so about that time, they'll be advancing in skirmish order on all foreigners, particularly the Chinese. So, taking it by and large, the casualties among the game are many and direful this fall. Yes they are.

McConnell's crew is all lined up to get the telegraph line over the Bitter Roots in shape for the winter, and Person's crew will handle the same work over the Cascades.

N. J. Westermark and party, had a fine auto trip in September. They motored from Spokane to Portland, and Seaside, Oregon, thence to Tacoma and then back to Spokane.

Fred Nagel, lineman at Malden, was transferred to Moberidge. E. H. Taylor of Lind relieved him, and Robt. Koch is filling Taylor's place.

Showalter and Taylor met up with a rock on a crossing, west of Lind and got bruised up some in the mixup.

George Hessel was called to Ontario, Canada, in September, by the serious illness of his mother.

Here's another addition to the Signal Department Cradle Roll—a baby girl, born September 7. Congratulations to the parents, Mr. and Mrs. S. R. Martin.

O. Dore's crew has been working on the telegraph line between Alcazar and Sappington, with the overhauling of the Piedmont interlocking plant, the next job in line for them.

Assembling and installing signal equipment for the new Dobson's spur between Tarkio and Cobden, kept Ted Groth and Bert Olson on the jump for several days around October 1.

And lastly, this correspondent is planning on a trip to Milwaukee and Chicago the latter part of October, but isn't sure of the date, on account of being tied up in jury service in the Tacoma Federal Court.

"There are people who can do all fine and heroic things, but one; keep from telling their happiness to the unhappy."—From Mark Twain's Foolish Wisdom.

Iowa and Minnesota Division

D. M. W.

We have one item of good news for this month and that is Conductor George Campbell is back on the job again and we all hope he will now be able to continue his good work as captain of the yellow cars on the Minneapolis-Wells Run.

K. H. McLaren, trainmaster's clerk, has been transferred to District Special Agent Dougherty's office. D. M. Wheeler has been appointed to the position of trainmaster's clerk, effective October 11.

W. F. Barker, agent, Pratt is in the Hospital at Rochester. We all hope Mr. Barker will soon be back on the job enjoying the best of health.

M. J. Kingsboro, agent, Rose Creek is spending his vacation in Canada.

Chief Clerk W. J. Kane announces the arrival of a big baby boy.

In the future any News items for the I. & M. Division should be mailed to D. M. Wheeler, care of trainmaster office, Minneapolis. No one ever mails any, but thought it would be a good idea to extend the invitation.

D. D. Lyons, Castle Rock, has just returned from his vacation in Colorado and Missouri.

ILLINOIS—INDIANA COALS

We are shippers of genuine Franklin County Coal, prepared in all sizes; also Clinton Ind., Fourth and Fifth Vein, Sullivan County Fifth and Sixth Vein and Green County Fourth Vein Coals—specially prepared for steam and domestic trade

WRITE FOR PRICES

ROSENGRANT COAL CO.
McCormick Bldg. Chicago, Illinois

Guilford S. Wood

Mechanical Rubber Goods
Inlaid Linoleum Upholsterer's Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose
Protector

Great Northern Building
CHICAGO

The Western Iron Stores Co.

Jobbers in

Machinists', Mill,
Railroad and
Factory Supplies
and Tools

143-145-147 W. Water Street
Milwaukee, Wis.

Binding Railroad Records

IS OUR SPECIALTY

THE McBEE BINDER CO.
Chicago Athens, Ohio New York
St. Louis, Mo.

DON'T SUFFER LONGER

The Brooks Appliance
Most wonderful discovery
ever made for rupture sufferers,
Noobnoxioussprings
or pads. Automatic Air
Cushions. Binds and draws
the broken parts together
as you would a
broken limb. No salves.
No plasters. No lies. Durable,
cheap. Many imitators.
None equal.



SENT ON TRIAL. CATALOGUE FREE.
THE BROOKS CO., 116 State St., Marshall, Mich.

Iowa Division
Ruby Eckman

Engineer R. R. Meldrum and wife have recently moved into a fine new bungalow which they built on North West Second street in Perry. It is one of the finest little homes in the city.

Engineer Henry Hansjosten spent his vacation in Nebraska and Wyoming in September and October. He was at Casper at the time the C. B. & Q. train went through the bridge, having intended leaving there on the following train.

The electric locomotive which was on display at various towns on the Iowa Division during September attracted large crowds every place. At Perry there were over three thousand visitors registered on the one day it was on display. The movement of the locomotive in this territory evidently has proven a good advertising medium.

A number of the wives of Perry engineers were in Des Moines the fore part of October to attend a big meeting of the G. I. A. to the B. of L. E.

Brakeman Leo Bohrer who has been at Washington Boulevard hospital for several weeks taking treatment for an injured arm, returned to work the fore part of October.

During the tornado which struck Council Bluffs on the night of September 29 several Milwaukee railroad men were injured. Conductors A. J. Schloe, F. E. Dow, and F. H. McDevitt were in their cabooses in the yard when the tornado overturned the cabooses. Dow was the most seriously hurt, having sustained a broken leg. Schloe and McDevitt were badly bruised. All three men were off duty some time. Yard Clerk H. E. Rooney's home was in the path of the tornado and was demolished but the family escaped without injury. A brother-in-law of Brakeman R. V. Smith was killed in the Wabash yards at Council Bluffs he having come to the stock yards with a car load of stock.

Mrs. John Rogers, wife of one of the oldest Milwaukee engineers, died at an Omaha hospital the latter part of September. Burial was made in Perry.

Engineer W. B. Howe, was the guest of honor at a banquet given at the M. E. church by the B. of L. E. of Perry and was presented with a badge signifying that he had been with the company for a period of forty years on September 25. Billy has a service record extending over a long period but is a young man yet and has many years of railroad work ahead of him before he retires.

Mrs. R. W. Dennison of Tacoma, Washington is visiting Perry friends. R. W. is with the Milwaukee at Tacoma having gone there several years ago from the Iowa division.

George Tomer who has been playing base ball the last season with the Bay City, Michigan team, has completed his work and returned to Perry to resume work on the road as an extra engineer. George has been making an enviable reputation for himself as a baseball player.

Conductor Dan Searles' home was badly damaged by fire on September 14.

September 15 a fine daughter was born to Engineer and Mrs. Floyd Lutze, incidentally making Engineer Charles Sinclair grandpa, for the first time.

The Perry dispatcher's office had a new one sprung on them recently when a request was made to stop a through passen-



The Stifel Boot-shaped Trade Mark on work clothes means long wear—Standard of Service



"You sure gave me the right dope! I'm back for more of those work clothes with the Stifel Boot-shaped Trade Mark on the back of the cloth. Why, son, you can hardly wear 'em out!"

Railroad men have worn work clothes made of Stifel's Indigo Cloth for over 75 years because it is recognized as the standard of cloth service. All leading Overalls, Shirts, One-piece Garments and Women's Dresses are made out of it. Stifel's Indigo Cloth wears everlastingly and keeps its looks.

Garments sold by dealers everywhere
We are makers of the cloth only

J. L. STIFEL & SONS
Indigo Dyers and Printers
Wheeling, W. Va.

D. C. SHOEMAKER COAL CO.

INCORPORATED FOR FUEL SERVICE

MINING and DISTRIBUTING
BITUMINOUS COAL

HYMERA-PREMIER

Telephone Wabash 0076 743 McCormick Bldg.
CHICAGO

Des Moines Division Items
Frenchy

We wish to make a correction in an item appearing in the October magazine. We stated that W. P. Chase accompanied by his wife and two children visited Omaha recently. This was in error and should have read, he was accompanied by his mother and two of her other children.

We are extremely sorry this occurred and promise it will not occur again. Hope this will not interfere with your prospects, Bill.

Notice—To Kent Hamilton.—This is October 1, Kent, and a promise is a promise.

Vonnie White has taken the Storm Lake run formerly held by Neal Rogers.

G. R. Dickman is making frequent trips to Sumner, Iowa, account of the serious illness of both his father and mother.

Mrs. Ralph Page was in Des Moines recently on a shopping expedition.

Conductor Andy O'Laughlin has returned from a trip to Cincinnati, Springfield and Lexington, Kentucky.

When Ivan Knodel came to the chief dispatcher's office as relief dispatcher during the dispatcher's vacations, a certain young lady in the superintendent's office inquired whether or not he was married. On being answered in the negative she remarked, "Well he soon will be if he stays here as they all get married on this job." However Mr. Knodel left without having committed matrimony. Joe Pope says he would have been willing to let him stay on the job a little longer if he thought by so doing that would have helped him out. Mr. Knodel is back on his old job at Jefferson.

We are wondering whom Ole is betting on, the Yankees or the Giants. Also what league he is bowling with, the horse shoe season being over.

Albert Schroeder of Webb has been appointed agent at Redfield to succeed R. R. Jacobs, resigned.

Records show 16,000 people visited the big electric engine while it was at the Union Station, Des Moines. Many students from schools and colleges in Des Moines and vicinity were shown the wonders of the engine, a large delegation having come from Ames.

A fuel conservation and also a Safety First meeting was held in the office of the superintendent, Des Moines, on October 2, both of which were largely attended.

We wish to announce that Brakeman P. M. Clark is going to raffle off a revolver and wonder if Harry Carey wishes to take a chance on it.

Harry Berman laid off one day to fill an engagement with the Storm Lake Opera Co.

Fireman John J. Goulden, has laid off a couple of days to compose some more poetry.

Ralph Page laid off a couple of days to give Bob Griffin a rest.

There are lots of uncalled for cigars in "Bob" Ballard's caboose. Don't forget to ask for them. He has a new boy "kid" down at his place.

Will some one please take pity on the 2nd trick operator at Spencer and send him a supply of mouse traps, so that when he expends the bills at night, he can plant them around his chair and keep the mice from running up his pants leg.

We had something to put in about "Bones" this month, but he objects to having his name in public print.

**Motoring on the Milwaukee
Up and Down Hill on the Rocky
Mountain Division**
Nora B. Decco

Nick Lihes, section foreman at Ringling, doesn't speak to any of the rest of the force or the folks around the depot or anywhere now, as Samuel Gompers selected him to shake hands with on his way west the first of this month. Some folks are lucky. Another thing he gains glory by is in being in charge of the taking up of the track at Old Dorsey which the Milwaukee is tearing up and hauling to the White Sulphur Springs line for shipment on the Milwaukee where it will be used elsewhere, we hope on a more level country. Those rails will surely have to be made all over though as they have stood on end so long the wonder is how they can ever be loaded on a flat car. A large crew of men and teams have been at work for a week tearing up and hauling away this rail of which there are 6,400 feet of main line and 3,900 feet of passing track (should say siding, ahem—editor, please note), and 680 feet of back track—this was part of the old Jawbone line taken over by the Milwaukee and later abandoned when the new line was built making an easier grade. Yes, easier on the engines and the engineers, too. I can remember when an engineer starting down that race track would have thought I was crazy had I told him the amount of rail listed above, because from the place where you tipped over coming down this way, that track looked like it was a hundred miles long and all 8 per cent, maybe it was—Heinie O'Donnell can tell you one time, but that, of course, is another story, I'll save it.

Brakeman Homer Hayes' wife and small daughter have moved to Deer Lodge for the winter having rented their home here.

Mrs. Sanford and daughter have gone to Iowa to visit with friends and relatives for the winter and George is batching it. Understand he is a real good cook too,—at least that is what the crew on the work train tell me.

Engineer John Mahone is back again from Wisconsin where he made the old farm modern and reports a fine vacation and visit with home folks.

Fireman Brasch has also returned from his mine with a swell coat of tan and his pockets sagging with ore samples which every one says look good.

Mrs. Jorgenson and son Harold have returned to Seattle after a few weeks visit with Engineer Jorgenson here. Harold will again enter the University of Washington.

September second while driving from Potosi Hot Springs to her home in Three Forks with a car load of boy scouts who had been camping for a week, Mrs. D. P. Elliott wife of Engineer Elliott had the misfortune to overturn her new Franklin car and luckily escaped with only a few broken ribs. Her son was with her but came out unhurt. She is very much improved by now and her many friends are glad to learn the accident was no more serious.

It's getting to be quite the thing don't you know for the Milwaukee officials to look us over on their way to Yellowstone Park, but from now on till next June we can stop to catch our breath. Mr. Byram and family spent several days at the cabin and ranch he has purchased near Sales-

**POLARIZED MERCURY
BOILER CHEMICALS**

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

**B-A Anti-Foaming
Chemicals**

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

*Cooling Compound
Paint*

- Cotton and Wool Waste*
- Mechanical Rubber Goods*
- Asbestos Packings*
- Valves and Unions*
- Belting*

WARREN CORNING & CO.

RAILWAY SUPPLIES
805 Fisher Building - Chicago, Ill.

Flannery Specialties

- F. B. C. Flexible Welded Staybolts
- Tate Flexible Threaded Staybolts
- Realock Nuts
- Forged Crown Stays
- "Realock" Grease Cups

x

Write for bulletins

FLANNERY BOLT COMPANY

Vanadium Building PITTSBURGH, PENNA.

**Chicago Bearing
Metal Company**

Journal Bearings, Engine Castings, Brass and Bronze Castings for all purposes. Babbitt Metal.

Office and Works:

2234-2252 W. Forty-third St.
Chicago

The Champion Rivet Co.



Main Office and Plant:
Cleveland, Ohio

Western Plant:
East Chicago, Ind.

MANUFACTURERS OF

Rivets, Coupler and Air Brake Pins

United States Canada

"CONTINENTAL"

on your Policy means
Guaranteed Protection

for yourself and family when accident or illness stops your pay. The latest policies provide income for life for total disability. Premiums payable in cash or through your Paymaster—as you desire.

Continental Casualty Company

(The Railroad Man's Company)

H. G. B. ALEXANDER, President
General Offices: CHICAGO, U. S. A.
Canadian Head Office, TORONTO

We are Miners and Shippers of
Highest Grade Steam and Domestic
Coals from Illinois and Indiana.

We specialize in Fourth and Fifth
Vein Indiana and Franklin County,
Carterville and Harrisburg, Illinois.

WRITE FOR PRICES

Binkley Coal Company

11 So. LaSalle Street Chicago, Illinois

ville during September and Mr. Loweth and Mr. Middleton followed close on his heels possibly to see if they couldn't find a nice Gallatin Valley ranch for themselves also. Right here is where we start in early now and boost for next year and if any one misses the Park it will be because they don't believe in seeing America first.

Car Foreman Murphy spent a few days and a few dollars worth of gunpowder shooting everything on the Indian reservation in and around Moberge. Guns arrived and departed on several trains after his departure and before his arrival—but no game. Still there may have been some; not knowing we can not say. Only out in this country we are rather inclined to say "Lookit what I got this afternoon; fifteen rainbows all as big as this one, too, but I had to work to get 'em." Or maybe frostbitten and tired and hungry we startle the natives with some remark, thusly: "Yep, three of us an' a thousand pounds of meat if we can get somebody to drag it in for us. All big, swell heads an' antlers; no teeth—somebody beat us to 'em." Or, "When did you say this feed is goin' to be, tomorrow night? An' you want two hundred mallards? Well, gimme that ol' shot gun of your brother's an' tell George Smith and Sanford as you go by an' guess we can make it by noon all right." But I haven't seen Mr. Murphy. He may have a better story.

Well, for goodness sake, the last time I saw Leonora Elliott she was about ten, running around in her bare feet on the depot platform and now look what has happened. Miss Leonora Elliott, daughter of Agent L. L. Elliott, Ringling, and J. F. McGuire were married in White Sulphur Springs October 4. How time does fly. The Rocky Mountain Division wishes the happy pair a long and prosperous life and the good wishes of everyone go with them.

The stock shipping on this division this year has been heavier than for some time and what Mr. Haggerty is most worried about nowadays is, if a stock car ever gets away from him when will it get back—and nobody will lend him a crystal to gaze into. If you promise a shipper he can have one single single deck or any other kind of a deck these days D. J. H. will just reach right around and lift you right off the job, and that's all there is to it. Please acknowledge.

Mr. and Mrs. Kettle who have been east for the past six weeks returned first of October with Mr. Kettle's mother age 89, who was to have made a visit of a few months with them but she was taken suddenly ill with a cold and complications set in from the effects of which she died October 9th. The remains accompanied by her son and his wife were taken to New Lisbon Wis. for burial. Mr. and Mrs. Kettle have the sympathy of this division in their loss.

East Wind "Runnin' Wild"

Mary Merrill of the president's office, and up until this issue "Mile a Minute" of the Railway Exchange's East Wind, has become the bride of Donald C. Walter, and 'twould seem that the East has called to and claimed its own, for it is in Canton, Ohio, that her future home will be. Our sincerest wishes for the greatest of happiness and the best that life affords are extended to Mrs. Walter in the glorified sphere of homemaker, and her new life being as successful under her guidance.

as was East Wind, we can only say that Mr. Walter is indeed a man lucky among mortals.

Having conceived the title of "Mile a Minute" herself, nothing is more fitting than that it should pass on with the name of Merrill, and this column will henceforth be conducted by "Runnin' Wild." Address all items of newsy interest to that name, c/o Mrs. Carpenter Kendall, Editor.

The month of October was singularly prolific as a month of marriages and seems to have run June, the time of sunshine and laughter, a close second in the sanctification of unions. The Railway Exchange witnessed the departure of several of its favorite children from the ranks of single blessedness, and through the radiant smiles on their faces can be traced their unanimous declaration that they now have found "the only life."

Leslie Siebert, secretary to the general manager, took the long breath-taking plunge into the sea of matrimony on October 6, and now the young ladies of the big white building realize that 'tis a shame but he is lost to them forever.

The name of Schram passed on to be blended into that of Zerweck on the same day, but she is not lost to us folks and still occupies her former position in the comptroller's office. A unique bridal bouquet was presented to Miss Schram the day of her wedding, unique in that it was highly presentable and at the same time exceptionally practicable, and it will, it is hoped, enable her to better care for the manifold duties of the household.

This same day, October 6, likewise witnessed the union of Miss McMenamin of Mr. Greer's office and Harry Grant Toll. The Tolls are now motoring through Wisconsin and Minnesota, and, undoubtedly, like all the other newlyweds, trying to pass off as old married folks.

The cigars and candy hit the spot, brides and grooms, and were greatly relished and appreciated.

And close on the heels of these announcements comes the whisper that Larry Dupree has been inquiring rather frequently about the price and quality of pearls. Someone also seems to have heard him mention something about diamond rings. Of course, we don't know and are not saying, but just the same it seems rather queer, doesn't it?

Mr. Greer's office has lately acquired a brand new sheik in the person of the assistant file clerk. His dashing figure may be seen in the corridors or in Thompson's most any time of the day. Goils, keep your weather eye open and your nose powdered.

Since Miss McMenamin has left, Bessie seems to be at a loss in finding someone with whom she can swap Monday morning stories and discuss the local news.

Wallie Swanson substituted for Les Siebert during the latter's honeymoon, and it seemed just like old times to see Wally back on the job handling Mr. Gillick's correspondence. They have Wally back at Bensenville now but are trying to get through an A. F. E. for a barbed wire enclosure to hold him in, now that he has had a taste of the city again. Steady Wallie, steady boy.

The girls of the accounting department tried out their culinary ability on themselves and on each other at a miniature banquet held during the lunch hour, and at the present writing all are reported doing very nicely. The indications seemed

to point that Billy Sunday was present in their gathering but it later developed that they had more than their fill of pies and that was their reason for feeling so pious. With the coming of the cool weather, the radio bugs are once again commencing to light up.

The bridal path—or should it be bridle—has beckoned to Laura Baldwin and the residents in Columbus Park territory are being given periodic treats in horsemanship. Boulevards and street intersections will hold no terrors for her as soon as she can find a boss that will have sense and foresight enough to look to the right and to the left before crossing a boulevard and hold out one hoof and reef an ear to windward, to allow her to see over his head while turning a corner. Barney Google can fix you up, Laura.

Abraham Lincoln had nothing on Harry Bertell, when he read his books by the feeble light of the fireplace, for since Harry moved to Cragin and has been unsuccessful in his efforts to get the electric company to turn on the juice he has been doing his nightly reading by the flickering light of a candle. Wonder if it could be said that wifey is doing light housekeeping.

Any questions pertaining to politics, radio, love, religion or griddle cakes will be, expertly handled and lucidly explained by our oracle, Patterson, in 1248. His knowledge and interest know no limits.

Splinters From the Wooden Shoe *Brownie*

Conductor C. B. Kemply and wife have left for Iowa, where they will spend two weeks with relatives and friends.

We all feel sorry to see Conductor Arnett laid up so long, from the injuries received when struck by an automobile at Iron Mountain six weeks ago and hope he will get around on the job again soon.

Conductor Herman Schroeder is running the 33 and 34 between Green Bay and Iron Mountain while Conductor Fred Beach is taking a few days off.

The agent at Waldo is taking a thirty day vacation and Agent Ellis is looking after the business at Waldo.

Agent Allen at Menasha has just returned from Porto Rico, and we understand had a nice trip and kept good hours as his wife was along. Also R. A. Wangerin and family, agent at Plymouth, have returned from a trip through the West.

Iron River Fruit Company may move to Iron Mountain since Operator Bronoel has been appointed cashier here.

H. Lindeman, roadmaster, has been looking over the new ties put in on the Iron River Line.

H. Lindeman has invited John Dunn to ride over a smooth piece of track for a change.

Frank O'Malley is relieving Conductor Pritchard while he is shooting at all the ducks in Dakota.

Operator Reidy is on the first trick at Iron River now. W. E. Herman, agent at Iron River is daddy again. It's another girl.

Train Dispatcher Grade is passing around cigars on their new arrival, a baby girl. Too bad it isn't a boy, Ed.

Harold Forseman and Storekeeper Harting Johnson are making week end trips to Green Bay. There must be some attraction. How about it, boys?

Car Repairers Frank Ballard and Christ Alma are remodeling their homes and expect to move in soon. How about Jim, who should own a home soon?

It is expected that the Channing bowling team will make a good showing for the town this season as many of the boys are doing wonderful work already. Look for the scores.

The business in general on the west end is good the work has been commenced in extending Park Siding passing track, Sidnaw Passing track, also Mass. These are indications that better business is expected than what has been other years.

Brakeman Chas. Vermulen, Channing, is spending a few days in Chicago visiting relatives.

Engineer Carl Sommers was married in September. Ray VanHolten same route. The next victim will be R. Blahnik in the near future.

Henry Jagers returned to work after recovering from serious burns about the face while making repairs to a gas tank on his truck. Gasoline and lanterns do not mix, Jiggs.

Engineer James Lehan has returned to Green Bay with a roll of bills—money—the proceeds of the auto race at the Iron County Fair at Iron River. His 1911 Reo was the only one in the race, "Father O'Malley" piloted the car over the mile, a winner.

Yes, we have no ducks today. Ask Painter, Geo. Wallenfang.

Machinist Helper bruised two fingers on his right hand. No the wrench didn't slip, it was a side rod.

Our sympathies are extended to Engineer Mike Dwyer and family on account of the sad death of his son, Dr. E. Dwyer.

Brakeman C. Tedford is building a new bungalow.

Roundhouse Foreman Roy Downs has moved his family from Chicago and is making his permanent residence on Ashland Ave.

Brakeman Emil Landry is the proud father of a baby boy. Congratulations.

Engineer Tony Ambrosia has bought a residence on South Ashland and is now firing east end passenger. He will be missed at Escanaba, Mich.

Prairie du Chien & Mineral Point Division Notes

This season is a little late for fish stories but Don Farris, one time material clerk in superintendent's office, came back from the north woods with a story of a man-eating "muskie"—This one also got away.

With the world's "serious" a matter of history and the football season on the wane, conversation is lagging somewhat during the noon hour in the superintendent's office, however, we still have the weather, and "Tarp" has agreed to give a series of lectures on "Einstein's Theory of Relativity" so maybe we'll survive the winter.

Aside of having a good hook ball Seymour Johnson has a new water pail and is carrying his own water.

Stanley McGrath took a few days off and tried his luck as a hunter. He, as well as Geo. Dunn, think he is pretty good with the gun.

Neal Gregory, chief carpenter, Joe Gillette, carpenter foreman and Max Franke are attending convention of American Railway & Bridge Association at Seattle, Wash.

The names of the C. M. & St. P. Ry. bowling teams of Madison have been changed to read: Pioneer Limited, Columbians, Pacific Limited, Olympians, South-

ATWILL-MAKEMSON COKE & COAL CO.

COKE

For Every Purpose

Suite 1423
McCORMICK BLDG. CHICAGO, ILL.

ECONOMIZE

By Purchasing

GLOBE STEEL SAFE ENDS

CUT TO LENGTHS

Furnished With Ends Cut Square or
Scarfed, No Extra Charge
For Cutting

Every Safe End Inspected by Globe

GLOBE STEEL TUBES CO.

MILLS—Milwaukee, Wis.

Continental Bolt & Iron Works

West 43rd Street & Western Ave.

CHICAGO

Phone McKinley 1701

Machine and Carriage Bolts
Hot Pressed Nuts
Bridge Bolts
Lag Bolts

THE BUCKEYE KEY CONNECTED YOKE



ADVANTAGES

Horizontal key eliminates rivets.
Deep butt prevents breakage at rear end.
Large bearing on key.
Entire yoke cast in one piece.

THE BUCKEYE STEEL CASTINGS CO.

COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

If You Need—

**Standard or Extra
Heavy Pipe,
Valves, Fittings
in a hurry get
them from**

CENTRAL SUPPLY CO.
MINNEAPOLIS, MINN.

**Burdett
Oxygen & Hydrogen Co.**
309 St. Johns Court—Phone Monroe 4486
Chicago, Ill.

Producers of pure oxygen and hydrogen.

Oxygen-hydrogen and oxygen-acetylene welding and cutting apparatus.

Welding rods, fluxes, regulators and goggles. Complete stock carried for immediate shipment.

J.J. Collins' Sons
ESTABLISHED 1878
PRINTERS
MANUFACTURERS OF BILLS OF LADING
PAPER RULERS, BOOK BINDERS
BLANK BOOK MAKERS, WAX
ENGRAVERS, ELECTROTYPERS
LINO TYPE COMPOSITION
LOOSE LEAF BINDERS
Multigraph Plates Made From Our Composition
STANDARD RAILWAY FORMS
THE COMPLETE PLANT
1315 to 1321 W. Congress St.
CHICAGO, ILL.

Lukens
Locomotive
Firebox
and Boiler
Steel



Champion
Structural
and
Boiler
Rivets

**Tyler Lapweld Steel and Charcoal Iron
Boiler Tubes**

Rome Staybolt and Engine Iron
Black-Galvanized and Alloy Coated Sheets
Bars, Angles, Beams and Channels
All kinds of Pressed Steel Work

A. M. CASTLE & CO.
CHICAGO, ILL. SEATTLE, WASH.

west Limited and Omaha Limited. Dochterman, ticket clerk, who suggested the change in names, and a few others, shot over the 200 mark early in the season and a few under the 100 mark. The teams bowl on the new Madison alleys Wednesday evenings, and wonderful work in the bowling line will probably develop before the next annual tournament takes place.

Agents Zimmerman of Janesville and T. L. Pagel of Mineral Point, with their wives, returned the latter part of September from the annual convention of railroad ticket agents, held at Portland, Oregon. On the way out they visited Yellowstone and Glacier National Parks.

Conductor N. Dunwiddie of Janesville, recently returned from a trip to Colorado, New Mexico.

Roundhouse Foreman Henry Weise of Mineral Point, spent a week, the early part of September, fishing up around Rhineland. He has pictures to prove his "fish stories."

"Button, button, who's got the button?" Ask Gene Doyle, agent at Browntown.

The able warehouse assistant at Mineral Point, Lester Evans, left recently for Ripon College. Walter Lamb, former section hand, is taking his place.

Jos. Dempsey is acting conductor on the M. P. & N. during the week of October 8, taking the place of Conductor B. Dunwiddie, who has been attending the encampment of the Knight Templar lodge.

Idaho Division R. C. P.

W. A. Monroe, better known as "Wild Bill" in the early days, dispatcher Tacoma, was in to say hello to all of us not so very long ago. I don't know where he got the moniker "Wild" but I do remember a time when it sure set snugly on him. For instance when he first learned to drive a car. It was just a plain ordinary sight to see him cutting figure "eights" with it on the streets of Malden. To see some real stunts one had only to see him out on the country roads.

Joe Prune, section foreman at Ethelton is the champion fisherman.

Extra Dispatcher, Gus Myers, has returned to his position as 1st trick operator at St. Maries. Never again says Gus.

Former Maldenites will be sorry to learn that the school and gymnasium buildings there were completely destroyed by fire recently. Conductor J. C. Breckenridge, who called on us today, states that it is expected to replace the destroyed buildings with brick structures.

Operator H. D. Stephenson, in spite of his years is, without doubt the happiest and most cheerful man at his work on the division. Nothing worries him. Neither can they come too fast for him. Don't know why it is unless he still believes in Santa Claus.

Conductor Mike Shaughnessy has a little kingdom all his own on the Elk River—Bovill local. No one ever hears from Mike and every trip is like clock work.

Operator E. E. Kilbourne has returned to work in the Spokane office after having spent several months in the East undergoing treatment for the hip that had troubled him for many years. His many friends will be glad to know that he is almost entirely cured. An absolute cure being only a matter of a few months time.

Tie-up point on the Spokane-Coeur d'Alene local has been changed from Spokane to Dishman. This caused Conductor Jim Murphy to give it up and take

the Spokane-Manito helper, and Engineer Noland has returned to his former passenger run on 115 and 116 on the St. Maries branch.

Lineman O. W. Olson has returned from trip to Sweden. His many friends were disappointed at his returning alone. Instead of taking up his old position at Malden he is relieving Lineman Mike Parlarsky at Spokane for about two months while Mike chases jack rabbits and other wild things with a wicked gun.

Conductor Fred Wilder has moved to the Coast having accepted a passenger run over there. Conductor Learning has Mr. Wilder's former run between Spokane and Deer Lodge.

Operator "Pete" Taylor has a new Chevrolet. Pete is the second trick operator at Plummer Jct. He decided to drive to Spokane one day, which he did. TO Spokane and so it only. When he reached the city limits he parked the car in the brush and walked into town. Said—Don't none of them traffic fellers get me yetcha.

Chief Clerk J. T. Sleavin has returned from a two weeks trip to Minneapolis. Mrs. and the boy, who went east with him will return later and right now Jack is where he was a year ago this time. Lost and his own meals to get.

Ponderings from the Pend 'O Reille

The many friends and acquaintances of Howard Lambert, agent for this company at Lone for the past 10 years, were shocked to learn that he was fatally injured at Lone Saturday, Oct. 6th while engaged in taking a motor on skids out of the baggage car at train No. 117, the gang plank on which it was being unloaded slipped out of the baggage car door and Mr. Lambert fell and the motor fell on him crushing him between the car and the skid. He was hurried to Spokane on No. 118 the same day and taken to the Deaconess Hospital where it was thought he had an even chance to recover but complications set in and he passed away about 9:30 P. M. Sunday, Oct. 7th.

The funeral services were held in Spokane Tuesday, Oct. 9th at the Elks Temple at 2:30 P. M. and remains were interred in Riverside Park Cemetery.

That Mr. Lambert was held in high esteem in the town by his townspeople was attested to by the large delegation of friends who were in attendance at the funeral exercises in Spokane.

F. M. Sever who has been off rustication on wheat ranching is back to work on his regular job at Usk. Mr. Hendershott who relieved him going to Neppel to relieve Agent Rudloff who is reported quite sick.

Pat Murnane has been off for some little time we guess he will include Victoria and Vancouver, B. C. in his itinerary as Mr. Russell advises these are the right cities to visit if you wish to get away from U. S. humdrum and regular U. S. diet. It has been rumored that perhaps Pat is to be married but the operators in "SN" office are offering odds of 5 to 1 that the report is a canard.

A special train of officials were visiting our neck of the woods this month, we hope they note the unusual amount of business on the P. O. R. Line.

Fruit loading is commencing at Opportunity on the C. d'Alene line and freezers are being furnished for all who want them.

Every Little Girl Wants

"MARY JANE"

The Wonderful

WALKING, TALKING DOLLY

HERE is an opportunity to delight that little girl of yours with a doll that has so many desirable qualities, that it is difficult to do justice to them all:

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

The picture is a reproduction from an actual photograph, but it really doesn't show you how desirable "Mary Jane" is. She is the ideal dolly for a little girl: She is over a foot tall and when you hold her arm she can walk.

Really:—Steps right out in a lifelike way that brings a cry of glee from every little girl who has seen her. "Mary Jane" has real hair and she cries sometimes, like a regular baby: When you lay her down, she closes her eyes and goes to sleep: She is dressed in a cute little Romper Suit, with stockings and patent leather slippers: On her head she wears a cunning toque just like you see in the picture.

You Can Have Her Without Cost

That's the best part of this whole story: You can get this exceptional doll for your little girl without spending any of your own money: All I want you to do now, is clip the coupon below; fill in your name and address and mail to me: I will then tell you of the unique plan I have devised whereby you can get "Mary Jane" without one cent of actual cost.

NOW PLEASE DON'T DELAY: I have sent thousands of these dolls out to little girls all over the United States: You too—can get one—easily: The first step is to clip and mail the coupon: **DO IT NOW.**



"My name is Mary Jane. I can walk, too, and close my eyes and go to sleep. I'm mostly always good, but sometimes I cry like a real baby. I want a home with a little girl and Cousin Carrie tells all about how to get me free. Won't you send for me? I'd like to come to you."

Get your Scissors—Clip the Coupon NOW

Cousin Carrie, Dept. 3385
149 W. Ohio St., Chicago, Illinois.

Please send me particulars about Mary Jane. Tell me how I can get her for my very own without one cent of cost to me.

Name

St. or
R. F. D.

P. O.State.....

Write your name and address clearly.



THE superior spring tempered, compensating balance used in all high-grade Illinois watches makes it possible to accurately adjust these movements to extreme temperatures

REGARDLESS OF EXTREME SUMMER WEATHER OR THE INTENSE HEAT FROM THE FIRE-BOX—ILLINOIS WATCHES CAN BE DEPENDED UPON TO KEEP ACCURATE TIME

Every Bunn Special

IS RUN FOR HOURS IN A SPECIALLY DESIGNED OVEN AT HIGH TEMPERATURES, AND TESTS REPEATED UNTIL EFFECT OF SUCH CHANGES ON THE BALANCE IS NEGLIGIBLE

ILLINOIS WATCH COMPANY
SPRINGFIELD