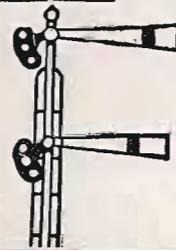
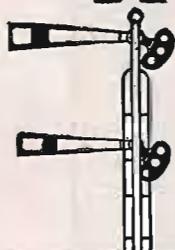


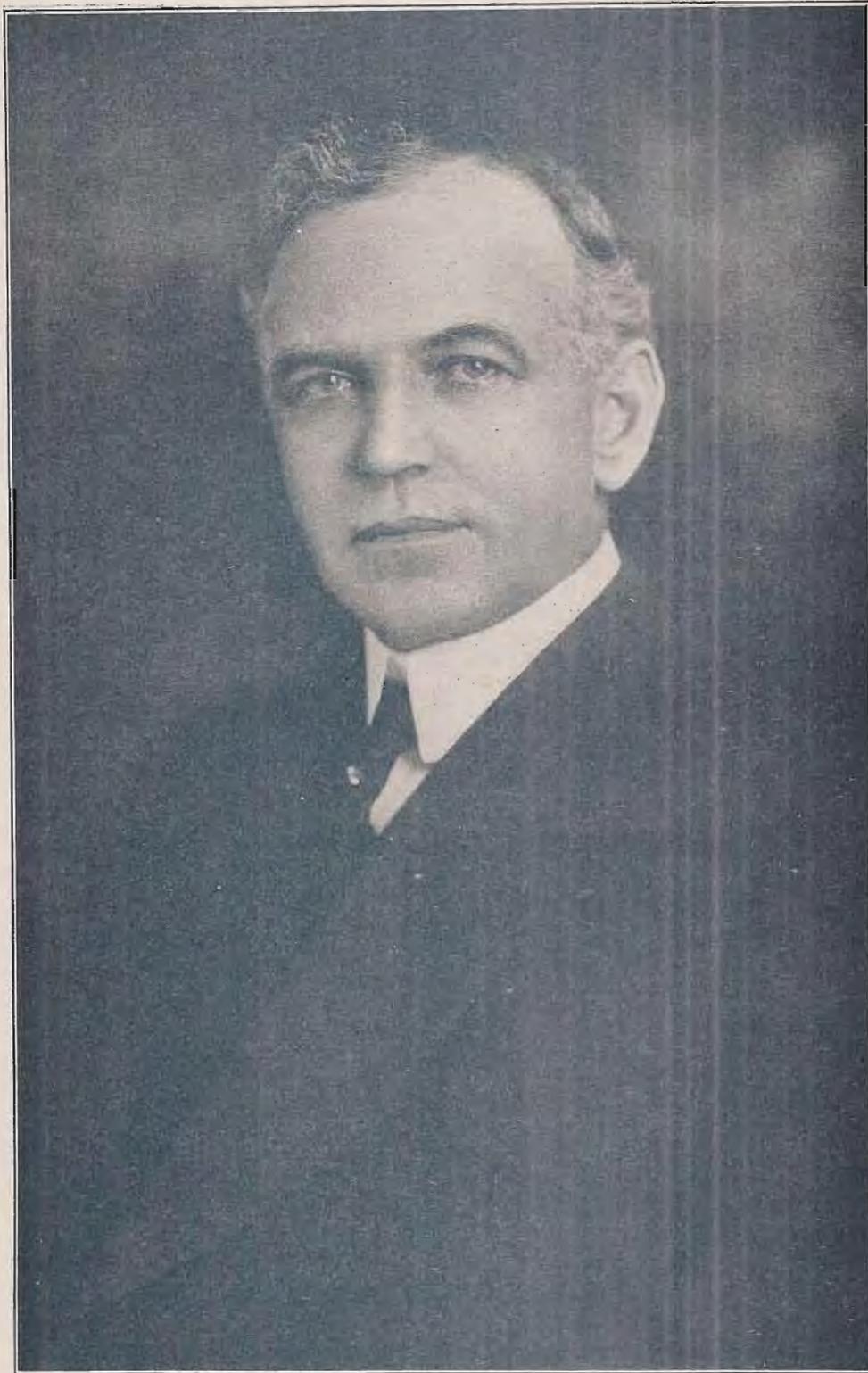
# THE MILWAUKEE MAGAZINE



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

*"How Beautiful on the Mountains are the  
Feet of Them That Bring Glad Tidings"*

DECEMBER, 1925



JAMES T. GILLICK, Chief Operating Officer



## Holiday Greeting

Another year has passed, full of eventful occurrences and outstanding accomplishments affecting our railway.

In March the event which we had been struggling for years to avoid became inevitable and a Receivership was established, but the morale and loyalty of the officers and employes was undaunted by this unfortunate occurrence, and the service rendered the public, instead of deteriorating, has been progressively improving throughout the year. All concerned agree that our road has never rendered better service, both freight and passenger, than has been given to the public this year, notwithstanding the expectation in some quarters that because of the Receivership we would fall behind our competitors in the race.

It is a source of much satisfaction to those who are responsible for the management of this great railroad to realize that in spite of the most crushing blow that could have been directed toward the successful operation of the railroad, there has been no wavering in or interruption of the steady and continuous progress in our operations and service.

In behalf of the Receivers, I extend to all officers and employes our appreciation of their efforts during the past year and Best Wishes for a Merry Christmas and Happy New Year.





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## In Fourteen Years



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# On Christmas Day in the Morning

NORA BRECKENBRIDGE-DECCO

Edwards laughed. "Mac" he said, "you are an old fraud and anyone can see right through you," and he turned again to his train sheet.

McGaffey reached for his pipe. "Well there aint much use after its all over with wonderin' how it happened an' why an' tryin' to figger out some reason for it when more'n likely they was plenty reasons with out figgerin' . . . seems sometimes them things just can't be explained" . . . and he leaned against the office wall on the two back legs of his chair.

Snow covered all out doors. Across the hills between, the late December sunrise turned to rose and gold the white tops of the Big and Little Belts, where pine and spruce and fir showed black against the sky.

Below the window of the despatchers office a train of yellow cars. A section hand in mackinaw and high felt boots swept the platform with a stubby broom and across the tracks a figure half shadow in the early morning light, packed a pail with ice for the empty water cans, the dry snow squeaking under his shoes as he walked. Around a nearby baggage truck some engine men waited for an incoming freight and the departure of seventeen.

Inside McGaffey smoked. . . . "There's likely to be more or less kickin' over this trip anyway," he said presently and grinned at the back of Edwards head . . . "seems to me like when the weather starts to cool off out this way, business always picks right up an' our troubles commence" . . . and he pushed the door of the ash pan shut with his foot.

"I remember when I went through the train the first time" he continued . . . "seein' them two little kids an' their Mother, an' thinkin' what purty yellow hair one of 'em had, but I didn't pay much attention to 'em till I was workin' back of 'em on my reports an' I heard their Mother singin' to 'em. . . . 'Daffy Down Dilly went in to town.

With her hair in a curl an' a velvet gown' . . . . and McGaffey smiled remembering.

"Well it kept gettin' colder an' colder, an' the further west we come the worse the storm got, an' I see her settin' there by the window covered like it was with frost an' snow, lookin' out at somethin' the rest of us couldn't see, an' singin' soft like, to them little kids, . . . . Daffy Down Dilly went to town . . . . but with stoppin' an' startin' an' headin' in an' backin' out for all the freight trains that couldn't get any where's but on the main line an' freezin' up an' thawin' out an' startin' so's we could stop again an' callin' up from blind siding an' all we was purty late, so's I didn't notice so much till my head man Joe, was tellin' me after we left Melstone they was somethin' sort 'o' queer actin' about her" . . . . and McGaffey put his pipe back into his mouth and smoked silently for a time.

"Seems she'd go out side a lot" he went on . . . . an' when we stopped she was off the train quicker'n Joe was, an' sometimes she'd start gettin' off an' change her mind an' come back in an' sit there by the window lookin' out in the dark . . . . an' the little one with the yellow hair teasin' her to sing Daffy Down Dilly. When we stopped at Geneva she started out side an' Joe stopped her an' she had an old blanket over her arm, an' we was wonderin' if she was sick an' what she was doin' out here alone an' Christmas near like it was, an' where them little kids Dad was" . . . . and McGaffey smoked.

Edwards worked over his train sheet. Beside him the window a frame for the gorgeous picture outside in the eastern sky. The light from the open door of the stove cast fantastic shadows along the wall. He was thinking that McGaffey reminded him of a fire . . . . small spurts of flame crackles of wit and blue unlooked for lights of understanding . . . . but he kept his thoughts to himself, McGaffey would have wondered what was wrong with his

head.

McGaffey smoked . . . . "When we stopped at Roundup," he continued after a moments watching the firelight . . . . "we was sort of waitin' for her to come outside, for Joe see her walkin' up ahead the last few stops, an' purty soon he see her across the other side of the train runnin' through the snow an' he went over an' follower her. Then he come back after me an' we went up where she was an' we finds this here feller there on the ground as near froze as any I ever see an' her cryin' an' wrappin' him in that ol' blanket she had on her arm back there at Geneva . . . . he'd been ridin' the rods or the blinds or some where an' all them stops she was tryin' to see him an' more'n likely when she was lookin' out that window an' singin' to them little kids she was thinkin' of him freezin' out there in the storm an' maybe thinkin' the worst that could happen to him ridin' there like he was." . . . and McGaffey paused once more with his eyes again on the open door of the office stove.

"It seems like sometimes when them things happen somethin' just gets hold of you" he said half to himself . . . . "an' with that feller then, more'n likely to pay off that trip with his life, if snow an' wind an' twenty below weather would do it, we figgered we'd get him back in the train an' get out 'o town an' fix things up some-way." . . . and McGaffey smoked.

Edwards laughed. He was thinking of the amount of silver that probably changed hands before McGaffey brought the train into 'port' and probably too, of his own fat staggering two year old Daffy Down Dilly at home this Christmas morning. "Mac" he said, "you are an old fraud and any one can see right through you," and he covered the last 'OS' with a bit of blotter.

Outside a whistle sounded and the caller left a trail of wet foot prints across the floor as he slammed the door behind him.

Below them the train of yellow cars moved slowly out of the yards. Against the glass of a day coach window, two children's faces, one a fat baby and one with yellow curls.

McGaffey came down on the two front legs of his chair. He reached across to the coal pail and rapped the bowl of his pipe lightly

on its side. . . . "Well," he said . . . . "most trips there is considerable to explain anyway, an' one item more or less ain't goin' to make no particular difference as I can see" . . . . and he grinned at Edwards. "The main thing this time 'o year is havin' folks happy an' I guess that little Daffy

Down Dilly is better havin' her Dad inside the train than outside this kind 'o weather. . . . ." and he stood up pulling on his big mittens. His eyes in the light from the fire were blue for-get-me-nots . . . . "and anyway" he said cheerfully. . . . "its Christmas day in the morning."

## Pages From A Life Story

Henry Johnson, Veteran Engineer, Madison Division

I was a mere boy of sixteen on a farm great Chicago fire broke out, on October 9. In Norway, near Bergen, when I decided to go out in the world and make a way for myself. I also decided to go to a new country and did not care much which one. I had been thinking of Australia for some time and if there had been a ship in the harbor bound for that land I should probably have taken it if I had been allowed to. My father had prepared me with a view to entering the university, but being ambitious and fond of adventure I decided to see the world and try my luck alone. A Norwegian sailing vessel named The Maryland happened to be in the harbor at Bergen, bound for this country, and its skipper, Captain Smith, permitted me to ship with him as a sort of cabin boy. Our ship was a swift one; we passed everything on the way in the line of sailing vessels, and after about 4 weeks we arrived in Montreal early in May, 1869, although we had encountered bad winds and storms.

From Montreal I worked my way westward to Chicago and after staying there a little while I came to Madison to visit two of my uncles, Gilbert Johnson and Ole Fardal, who were living in the town of Blooming Grove. The following spring my uncle decided to take a wagon trip through Minnesota and Iowa and one of his sons and I went along. It was an interesting trip, but one of many hardships, as it was then a rather wild country and we camped out at night.

Returning to Madison I went to work on the Montfort line of the Northwestern for a short time and there I met a Norwegian sailor known as "Scotty," who encouraged me to go south with him and work on the levee at Memphis. We went to Chicago and while we were waiting there at an office to have our transportation made out, "Scotty" said he would go and call on his sister who lived near by. He soon returned and informed me that his sister had told him that his brother had just died on the levee, so the trip was given up. I then looked for a job in Chicago and got one running a drill machine engine in the Davis stone quarry just beyond South Hyde Park.

They had just then built a long track with wooden rails over which crushed stone was hauled from Davis quarry to the south side for the building of streets. The cars were drawn by mules. This was in the spring of 1871. Not liking the work I was doing particularly. I gave up this job and returned to Wisconsin. This was a few days before the

Back in Wisconsin I led a sort of tramp's life, going from place to place working a few days at some farm and then a few days at some store or other place in town. I did not mind the hardship as my health was good. I came from good old stock in Norway; my father and mother were both living then and nearly centenarians. My father was ninety when he died and my mother a hundred years and four months.

One day while at North McGregor, Iowa, I fell in with a bunch of construction men who had come up on boats from Memphis and New Orleans to work for the St. Paul road. The St. Paul line had then been extended as far as Mason City and they were going to work westward from that point. One of them said, "Say, kid, how would you like to join the bunch?" He meant it as a joke, but I joined and went with them by freight train as far as Charles City. We started grading from Mason City west through Clear Lake and west of Clear Lake through what is now Garner station. There the contractor, Mr. Langdon, gave me a sub-contract for building part of the road. I took part of his men and built quite a stretch. This was early in 1872. Mr. Langdon then wanted me to go with him on another construction job which he had with the Southern Pacific. I didn't accept this though, and finally drifted back to Madison, where I began working in the St. Paul round house as helper to the machinists and boiler-makers, beginning as an engine wiper. Early in 1873 I was permitted to go firing on the Prairie du Chien division. Of course, we burned only wood in those days and every three or four stations had to stock up with a new supply of fuel. I fired until August, 1880, when I was promoted to engineer and thought I was lucky in making it in seven years. For 23 or 24 years I pulled freight trains out of Madison in all directions, to Prairie du Chien, Mineral Point, Portage, Watertown, Milwaukee and other points and I also ran the first train to enter Sauk City. During the past 20 years I have been pulling passenger trains over much the same routes that I ran freight trains, from Madison to McGregor, to Milwaukee and Chicago, and have frequently been called upon to run special trains over other divisions.

During the period of time I also crossed the Atlantic seven times, including, of course, my first trip coming over. The last trip to Europe was in 1914, sailing from New York to Liverpool on

the Aquitania and from New Castle to Bergen on the steamship Venus. I had intended to stay two months in Norway, but I had my youngest son along and as he could not speak Norwegian he induced me to leave Norway a week sooner than I intended to. We had taken in the mountain scenery and had a good time. Leaving Christiania we went to Sweden for a few days, then spent four or five days in Denmark and crossed the Baltic into Germany. We went direct to Hamburg and the first two days we spent in the great Hagenbeck gardens of wild animals, one of the most wonderful sights in the world then. We didn't see it all at that, but returned to Hamburg where we stayed three days more. We had expected to leave on the morning of July 1st, by train to Cuxhaven and to go from there to France on the Emperor. As we were getting ready to start for the depot a gentleman and lady came along and noticing that we were bound for somewhere, the man asked where we were going. I told him we were going from Cuxhaven to France, from there to Rome and then to New York. He asked, "On what boat are you going?" I said, "On the Emperor." He said, "It does not sail this morning." I asked, "Why?" He said "Kreig" (war). That was the first intimation I had of anything brewing in the line of war, as I had not read any paper since leaving New York. Consequently, we had another long wait and had to remain five weeks longer in Hamburg, which was anything but pleasant at first. I think we saw at least a million soldiers go out of Hamburg for the front and we got some idea of German efficiency at the time when we saw one afternoon, 27 trains of ten or twelve coaches each, packed to the roofs with soldiers, all leaving within two hours and fifty minutes. We also saw thousands of them coming back within a few days, many of them wounded and some dead. We finally got out of Germany the same way in which we entered and passed on through Denmark and Sweden and Norway, leaving Bergen for Newcastle. We were two days and three nights in crossing the North Sea, being held up by the English Fleet and the regulations of service. Several vessels had been blown up by mines two days before and we sailed hundreds of miles out of our way to avoid the mines.

We finally got to Newcastle and from there home, and I want to say that I cannot think of a happier moment in my life than when I set foot on the dock in New York harbor. After my experiences in the late war, I certainly would not want to take another trip under similar circumstances for any money.

When we entered Bergen on this last trip to Norway we passed the Kaiser's boat in the harbor. As is well known, the Kaiser was in Bergen at the time the war broke out. I saw him on the deck of his boat three times while we were there and when we left Bergen for Denmark and Germany he was still there. The Kaiser must have left Norway by train as when we got back to Bergen from Germany on our way home his boat was still in Bergen harbor, but

had been dismantled and placed in one of the back corners of the bay.

Returning home I went right back on my run, and have been on duty practically ever since, as I expect to continue to be for some little time yet.

Now a few words to you younger guys. You are facing the music; I am nearly through. I want to give you one or two words of good advice. I have been fifty years on an engine, and I don't know it all; maybe you do; I don't know. Now, I don't care who this fits; there is always grief in whatever station in life you are placed. My opinion is this, that your condition at the present time is at least as good as ours was. The biggest part of the time that I fired an engine our month's pay would not exceed \$54 per month full time. Of course, we got our meals for 25 cents then and beds for the same amount—a bit cheaper than now, of course—but not necessarily rained down from heaven free of charge. There were times when the company could pay us only once in three months, because it didn't have the money. Now they are paying twice a month and we are getting about three times the money we got in those days. Quite a while after this, if I remember rightly, the stock of the company was worth 100 percent or more on the dollar.

Young man, do your bit now and see if you can't get it back there. You can do an awful lot by economizing and cooperating; that I know. Hope you'll do it.

### Narrow Gauge vs. Standard Gauge

In early days of railroad building, history and old time stories tell us that there was great argument between the advocates of narrow gauge railroads and those who favored the broader, which is now known as the standard and is the universally accepted gauge.

The advocates of narrow gauge argued greater economy of operation over heavy grades and sharp curves than could be effected with the longer cars and heavier trains that would be the part of broad gauge operation. In those days a company of railroad builders in the middle west essayed to construct various narrow gauge railroads, with varying success at the first; but which have now all passed into possession of the greater trunk lines that followed, and which, of course have transformed the narrow gauge into the standard. Among these was a little line named the Iowa Eastern, starting at Beulah Junction on the I & M Division and extending to Elkader, a distance of nineteen odd miles. The ambitious promoters of this line meant it as a main artery to extend eventually to St. Paul. They did succeed in getting as far with their grade and bridges as Howard County in the North, but it was never completed, farther than Elkader, and even the last three miles into Elkader never had iron or steel on it until after it had passed into the hands of the Milwaukee Ry. Instead, to comply with the contract whereby they had received contributions from business men and farmers along the proposed route, the contractors had to lay oaken 4x4's on which was fastened strap iron, and over this makeshift railroad ran the first trains into Elkader, Iowa.

This condition lasted several years, until floods washed out the road bed and compelled the abandonment of that part of the line. The Iowa Eastern followed the line of least resistance and it is said, was probably the crookedest piece of railroad ever constructed in a non-mountainous country. It followed the course of Poney Creek, which winds its way down the Mississippi bluffs and finally finds its way into the Turkey River at Elkader. So sharp were some of the bends that frequently within a distance of one or two miles the sun shone on alternate ends of the coaches on that "Old Elkader Line" that was then the Iowa Eastern. After the Milwaukee had taken over the line and broadened the gauge, the story is related, some of the officials started on an inspection tour but they were obliged to postpone their trip because the official car could not negotiate the curves. It is also said that Ringling Bros. Circus made an attempt to go over the line with their show in order to appear at the town where some of the brothers had previously worked at the harness trade, but they met with like disconcerting luck and had to abandon their project. These and other obstacles of a similar nature that interfered with successful operation and curtailed the traffic, finally proved the incontrovertible argument against narrow gauge and it went the way of other dreams and schemes of early railroad days.

### The Bus as We See It

*Martin Petersen, Boilermaker, Wabasha, Minn.*

Oh, you gay painted bus,  
You mean nothing to us  
You have just a few days left to roam  
When it snows or it rains,  
We must look to the trains  
To bring us safe back to our homes.

And you spoil all our roads;  
When you try to haul loads  
As you won't build roads of your own  
So its back to the trains  
Both in sunshine and rains  
Leave the gay bounding bus well alone.

We were taxed to the hilt,  
On what roads we have built  
And we look for some ease on the load  
And good reason besides,  
We have light cars to ride  
If the bus kindly won't hog the road.

Somewhere back in the sticks,  
Where the trains are not thick  
They may possibly be of some use;  
But along side the track,  
Where trains run out and back,  
The gay painted bus has no earthly excuse.  
*Martin Petersen, Boilermaker, Wabasha, Minn.*

### On the Elk River Line

*Francis E. Roesch*

Main line 18 stands haughtily by,  
Champing at the bit ready to fly.  
But the Elk River local basks in the sunshine,  
All ready to go on its own line.

No superior trains will it meet,  
It bows at no one's feet.  
No sidings fall to its share,  
For the Elk River local is master there.

As the last steel coach goes shooting past,  
(18 is speeding fast)  
The three car local moves slowly out,  
A picture of pride without a doubt.

Down thru narrow canyon walls,  
By the side of a sturdy rivulet,  
The sounding whistle calls  
For crossings rarely met.  
The shadows come and go across the way,  
As granite walls shut out the light.  
Like ghosts one would say,  
Or gloomy prophets of night.

And here and there a sylvan meadow,  
Sweet smelling domain of farmer lads,  
Where the liquid notes of the lark flow  
Telling of life to be had.

The dusty road that wanders far,  
Approaches the track as shy as a deer,  
Whose beauty man can never mar,  
For which we have no cause to fear.

Once upon a time, as the story books say,  
These hills that hem us on either side,  
Were covered with trees green and gray,  
And there the whippoorwill cried.

Now the hand of man has reached forth to take  
The fruits of his ancient conquest.  
Oh would that mere words could make  
Those hills once more blest.

The "jack" momentarily lets fall his blade  
As the Elk River Local passes by.  
For him the wood colors begin to fade,  
Although even he could not tell you why.

### Here's Love as the Limerick Writer Gayly Depicts It

Wouldn't like a little nonsense this morning?  
About love as the Limerick writes it.  
Out of an old collection comes these, making  
merry at Cupid's expense:  
*There was an old maid in Vancouver  
Who captured a man by manoeuver.  
For she jumped on his knee  
With a chortle of glee,  
And nothing on earth could remove her.*

*There was a young woman of Florence  
Who for kissing professed great abhorrence,  
But when she'd been kissed,  
And found what she'd missed,  
She cried till the tears came in torrents.*

*There was an old woman of Churston  
Who thought her third husband the worst 'un.  
For he, justly, was reckoned  
Far worse than her second,  
And the second was worse than the first 'un.*

*There was a young fellow of Beaulieu  
Who loved a fair maiden most treasurieu.  
Said he: "Do be mine."  
She didn't decline.  
So the wedding was solemnized deaulieu.*

*A homely young heiress of Beccles  
Was covered with thousands of freckles.  
Said the man of her choice,  
In a grief stricken voice,  
"I'd run away but for the shekels."*

*There was a young girl of Navarre,  
Who was "awfully gone" on a Tar.  
When she swam with him over  
From Calais to Dover,  
Her friends said: "That's going too far."*

*There was an old man of Nantucket,  
Who kept all his cash in a bucket;  
But his daughter named Nan,  
Ran away with a man,  
And as for the bucket—Nantucket.*

# The New Terminal Yard at St. Paul, Minnesota

A. D. EMERY

For several years it has been very evident to the officials of the company that the Twin Cities,—St. Paul and Minneapolis, were fast outgrowing the terminal facilities in the two cities even though some effort has been made to keep up with the requirements by adding to and patching up the present yards.

This may well be comprehended when we consider that the last yard construction in either of the two cities was in 1913 when the combined population was less than 40,000, while at this date the population of the two cities is well over 700,000.

Consideration has been given this matter from time to time and various plans have been prepared for the consolidation of the yards into one large terminal with a belt line approach for the purpose of eliminating the handling of freight through the congested districts of the two cities.

As a matter of fact serious consideration was given at one time to the construction of such a yard and shop facilities some few miles to the south of Minneapolis, with loop approaches from the three divisions entering St. Paul and Minneapolis, namely, the River, Iowa & Minnesota and Hastings & Dakota Divisions, but on account of the large expense incidental to such an undertaking the project was dropped for the time being and since that time conditions have not been propitious for resurrecting it.

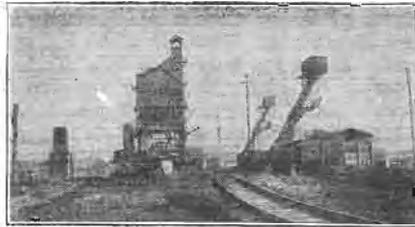
Early in the year of 1900 our Company made surveys for entrance into the Twin Ports of Duluth and Superior which developed into an operating agreement between the C. M. & St. P. Ry. Company for the use of the Northern Pacific tracks between St. Paul and the Head of the Lakes, and the construction of a new line was abandoned by the St. Paul Company.

This agreement which continues for a period of ninety-nine years, provided that the Northern Pacific Company should handle the C. M. & St. P. business to and from the Head of the Lakes on certain terms, but with it carried a limited option granting us the right to elect to operate our own trains over the Northern Pacific tracks.

This limited option was due to expire in October 1925, although, if our Company wanted to take advantage of it, it was necessary to give notice of the intent on or before Jan. 1st, 1925.

It appeared to be to the best interests of the C. M. & St. P. Company to eventually operate its own trains and the Northern Pacific Company was so notified, our company having until late in 1925 to make the necessary preparation to handle the business.

The trackage in the old so-called Lower Yard in St. Paul had not been increased in many years, and, having a capacity of only about 300 cars was not adequate to handle the appreciated business that would be required of it. Its use and capacity was also restricted



Coaling Plant



Machine Shop



Inner Circle View of Roundhouse



Power House

by the extension of the Union Depot facilities, it being the intention of the Union Depot Company to complete its approaches to the new station this year.

This fact, together with the decision of the Management to operate its trains to Duluth, made it imperative that additional facilities be provided to take care of the business at St. Paul and it had to be done quickly in order to get in under the wire before the expiration of the time limit under the option.

It is interesting to know that this terminal work was the first improvement of any moment that was authorized by the Receivers of the C. M. & St. P. Railway.

On account of the necessity of providing a yard at some point convenient for handling the local business, as well as for providing connections with the Northern Pacific tracks, it was decided

to construct the new terminal yard and engine facilities on the river flats opposite the Fish Hatcheries at Daytons Bluff, Saint Paul.

The new yard lies between the main tracks of the C. M. & St. P. Ry. and the yard tracks of the St. Paul Bridge & Terminal Company and extends eastwardly about two miles from the easterly end of the present Lower Yard. The engine terminals are located at the westerly end of the new yard about opposite the Chicago, Burlington & Quincy round house.

The land purchased for the yard and engine terminals consists of about 150 acres and is ample to permit a very considerable enlargement over the present capacity.

The yard as now constructed consists of twenty yard and classification tracks, two through freight tracks, two transfer and two repair tracks, with a capacity of approximately 1500 cars.

The contract for the terminal grading, which amounted to about six hundred thousand cubic yards, was let to Peterson, Shirley & Gunther of Omaha, and the work actually done by Roberts Brothers of Chicago.

This grading work was started the latter part of May, 1925, and was planned to be carried out so that tracks could be constructed as the work progressed in order to utilize the trackage in the new yard for the Duluth business; and that a portion of the old yard might be turned over to the Union Depot Company for the completion of its easterly approach.

A portion of the new yard was turned over to the operating department about September 1st and the old yard abandoned for classification purposes.

The completion of this yard together with the construction of two freight tracks through the Union Depot district will accomplish two purposes,—it will give a free freight movement through from Minneapolis to the new yard and provide a much needed classification yard for making up through trains for eastern points, thus effecting a great economy in operation.

All transfers to and from foreign roads may readily be made through the Hoffman Avenue Interlocking plant without encountering serious delays.

Direct connection is made with the St. Paul Bridge & Terminal Company without passing through the interlocking plant.

A new joint interlocking plant is being constructed at the easterly end of the new yard where a connection is made with the main tracks, permitting free access to the joint double tracks of the C. M. & St. P. and C. B. & Q. Railways.

The yard and engine terminals complete will cost in the neighborhood of \$1,500,000.

The Engine Terminals are modern and complete in every detail, carrying with them the usual attendant structures and facilities required for efficient handling of the equipment and repairs.

All buildings are constructed of brick and concrete and as the soil conditions afford a poor foundation, all of the buildings are placed on piling.

The first unit of the roundhouse consists of 24 stalls, each 110 feet in length. The building is constructed of outside brick walls and one brick fire wall.

Each stall is provided with a concrete engine pit 85 feet in length.

The capacity of the roundhouse may be increased as occasion demands, by extension of the circle, even to double the present capacity.

The turntable consists of a modern double unit 100 foot electrically operated table with three point support, the first of its kind ever installed on the Milwaukee system.

The boiler washout plant consists of two tanks on concrete and pile foundation and is the most modern type of hot water washout plant on the system.

A machine shop, consisting of a brick building approximately 84 feet by 190 feet, is attached to the roundhouse, having steel columns, steel roof trusses and crane girders, and is equipped with an electrically operated 80 foot overhead

### The Steam "Nigger"

C. H. Shafer

The guy that made me, knew his business. He's dead now; died in a home where they lock people up when they get overly clever from figuring out how to better conditions on this earth. They say he died with his head bent low and resting on both hands. He died thinking.

When he made me, he hadn't the least idea I'd do what was expected of me, but I went him one better. I was only expected to roll logs on a saw-mill carriage. I don't only roll them, I lift and shove them in place on the carriage and I back up and strike and crowd them into place for the sawyer, and he's the fellow that makes me do as he wants me to. All he does to make me do this is work a little lever back and forth and sideways, but how he makes that little lever control me and do the trick is a puzzle.

I'm a steel shaft six feet long and equipped with a row of steel teeth, and when I'm in action they are rigid, but when I am not working they are loose and when my master is through with me he works that little lever and I duck back into my hold and my teeth clatter as I disappear.

I heard a little boy ask the sawyer one day what made me act as I do. "I can't tell you, little boy," he says. "It's all a mystery to me. All I do is work this little lever and the nigger does the rest." I detest the name nigger, it sounds vulgar. But what can I do? I'm caged here in my iron frame and can only do as I'm ordered.

Another time there were two men inspecting the mill. Now the mill is chuck full of saws, pulleys, belts, shafts, carrying-rollers, cog-wheels, pistons, fly-wheels and all kinds of complicated machinery, but their whole interest seemed to center on me.

One fellow says to the other, "What makes that work and do the queer stunts it pulls off?"

"I don't know," says the other, "but we will get the foreman of the mill and maybe he'll explain."

Just then the foreman came along, the men stopped him and began talking. I couldn't hear what they said, but I knew I was in for praise or a bawling

traveling crane of 15 tons capacity. There are three tracks extending through the roundhouse into the machine shop, each track having a 50 foot working pit, in addition to which there is a pit to accommodate a Whiting Drop Table which serves all three tracks.

The Power House is of brick construction equipped with four boiler foundations and settings, with modern stokers, the chimney is of concrete construction 150 feet in height.

Four units of an electrically operated Roberts and Schaefer cinder hoist have been constructed for the economical handling of cinders at the plant.

There is a 150,000 gallon capacity elevated steel water tank supplied from a 16 inch flowing well 309 feet in depth, with a natural flow of 300 gallons per minute, and a pumping capacity of 500

out. The first thing they did was go down to the basement of the mill and inspect the foundation I am anchored to and then they examined the big pistons that take in the steam and start me into action.

"I can see," says one, "where it takes steam, and figure out how it works up and down, but I can't see what makes it back up and strike and bang like it does."

"Kindly explain, Mr. Foreman, how it does."

"It's a mystery to me," exclaimed the foreman, "I doubt if the man that invented that queer contraption could explain it."

"Where is the man that invented it?" asked one of the men.

"He's dead," says the foreman. "He died about a year ago out in the County Asylum."

"Is this apparatus patented?"

"I don't think it is," says the foreman, "the man that made it was a very busy man, too busy to think of having it patented, and besides, he didn't know what he had." And the foreman walked away. But not the men, one of them took a note book out of his pocket, the other a rule, and they sure did measure and talk and write in that note book. That was the hardest grilling I ever got. Then they went up stairs to the operating floor and talked with the chief sawyer, the fellow that makes me do everything but talk. I heard him say he did not know why I pulled the stunts that I do. They inspected the operating lever, they inspected my teeth and the shaft they are fastened to. One did all the talking, the other did the measuring and the writing, and the more they talked and measured and copied, the more I became impressed with the idea that I was to experience a big change. And it proved only too true, because today you will find me operating the most important stunt on an automobile. I'm the CLUTCH.

### The Long String of Yellow Cars

A short story by F. J. Kratschmer

It was the spring of the year. Little Virginia was just five years old. She lived on the west side of Minneapolis

gallons per minute without materially affecting the head of water in the well.

The electrical power for the operation of the plant is supplied by the Northern States Power Company.

All concrete foundation work and the erection of the buildings in general was done under contract by H. C. Struchen, General Contractor of St. Paul. The buildings were completed and put in service about October 1st, 1925.

The construction of the terminal has been carried on under the supervision of Mr. A. Daniels, District Engineer, with Resident Engineer N. F. Podas in direct charge of the work and Assistant Engineer W. A. Crowe in charge of the grading and track work.

The accompanying photographs were taken by Mr. Podas.

across one of the many concrete culverts which span the "cut" or "depression" thru which the trains operate. One day while out walking with papa and mamma they happened across one of these viaducts just as the "Olympian" came along.

"That long string of yellow cars is a beautiful sight, isn't it?" said Daddy.

"Oh! I want to see," exclaimed little Virginia.

So daddy lifted her up and stood her on top of the concrete railing. He could feel her little limbs tremble with excitement as she held her, and the long train of yellow cars passed almost under their feet. Little Virginia clapped her tiny hands unconsciously.

About two months later the sun began to exercise his authority over the universe, drying up crops and streams, liquidating the ice business, and tanning skins on the side. Midsummer was here. The intense heat and warm nights the confinement and worry of the office and business began to turn the general trend of thoughts toward cooler climate and vacations. Daddy and Mamma had decided upon a trip to the Northwest Coast. While they were planning and discussing their trip, Virginia was amusing herself on the rug with her little blocks.

"Well," said Daddy, "there is the 'Oriental Limited,' the 'North Coast Limited,' and the 'Olympian,' they are all good trains. Which shall we take?"

Little did they realize that little Virginia was "listening in." Suddenly she became disinterested in her blocks, jumped up and going over to her mother put her little hands on mamma's knee.

"Are we going to take a train ride, mamma?" she asked anxiously.

"Yes," said her mother, "we are going out West to visit Auntie, wouldn't you like to come along?"

"Oh goody, goody!" exclaimed little Virginia, "I want to ride a long, long time. But mamma, I want to ride on those pretty yellow cars which I saw from the viaduct."

That settled their problem conclusively. They made reservations on the "Olympian" and have been indebted to little Virginia ever since.

Those "Yellow Cars" are an advertisement. It pays to advertise.

# Driving From the Back Seat

Summary of Address By H. E. Byram, Receiver of the Chicago, Milwaukee and St. Paul Railway, before the Traffic Club, Des Moines, Iowa, Evening of November, 9th, 1925.

"The situation can properly be described by saying that the public is at the steering wheel and the railroad managers, who know how to run the machine, are attempting to drive from the back seat," said Mr. Byram, after outlining various ways in which the public, through various state and federal boards and commissions and legislative bodies, is controlling railroad affairs.

When any other business concern or large industry finds itself earning no profit, it can do one or more of three things. First, it can increase the unit price of its product, and public criticism will be neither severe nor lasting. Second, it can reduce its expenses directly in ways not available to a railroad. Third, it can develop economy and efficiency of operations, thus cutting unit cost somewhat.

A railroad, however, can only petition the Interstate Commerce Commission for an increase in rates, immediately opening the subject for country-wide debate. Heads of organizations, representing different lines of business, will appear before the Interstate Commerce Commission, each organization presenting arguments to show why no increase should be granted the railroads, or, if granted, why it should be applied upon the products of other industries than the one it represents.

As to reducing expenses, a railroad is likewise handicapped, for about 60% of its operating expenses is payrolls, and wages and various working conditions of employes are fixed by another government body—the U. S. R. R. Labor Board. Prices of materials and supplies used in great quantities yearly for maintenance and operation of rail lines and equipment, are fixed by the manufacturers of such materials. Then there is the item of taxes which costs the Milwaukee Railroad alone 9 million dollars a year, which is established by various government bodies. In addition, there are various state and federal rules and regulations which must be observed, designating the number of men to be assigned to certain duties, the hours they may work, the use of various devices, and even providing an allowance to men required to punch a clock in shops.

As to the third method of reducing expenses by economies and efficiency, this has been given the greatest possible attention by the western railroads, which had hoped to solve their problems in this way, rather than apply for an increase in rates.

In these four years the performance of this railroad shows the following:—

Increased its average train load by 10%.

Decreased the cost of handling freight at stations about 28%.

Reduced cost of switching cars at terminals about 12½%.

Reduced cost of freight car repairs per car mile about 28%.

Reduced the amount of coal consumed by steam locomotives more than 500,000 tons.

Reduced loss and damage payments by 66% through its campaign with shippers and employes to prevent claims by better packing and handling of shipments.

Saved the purchase of over \$1,000,000 worth of new material through reclamation activities, by which material that had served one period of usefulness was reclaimed and reused.

Sales of scrap iron, carefully collected all over the system, brought in 1½ millions of dollars last year.

Reduced the number of engine failures counting as a failure any engine trouble that resulted in a delay to a train—more than 80%.

And, not a passenger was fatally injured in a train accident on this railroad in the last five years.

Regardless of these efforts which resulted in the saving of many millions of dollars and which were duplicated by the other railroads, it was impossible by these means to offset the effect of the higher levels of everything a railroad must pay for when the level of its rates compared with the pre-war conditions.

In other ways also the public exercises control of rail affairs. Every dollar earned and expended must be recorded and reported, according to government regulations. Investment accounts must be kept in the form prescribed. All proposed bond and stock issues and transactions must be referred to government for investigation and approval, and government inspectors and examiners are continuously going over the railroad books to see that everything is done according to regulation.

In addition to all these things there is the provision of the Transportation Act of 1920, under which 5¾% has been designated, but **not guaranteed**, as a 'fair return'. If a railroad earns more than the figure designated in the Act, it must turn over to the Government half of the excess and lay the other half away for use in some future year when it does not earn the 'fair return.'

Concerning the allegations still being made by certain men that there is a Government guaranty of railroad income and the statement made by one of them that this company possessed a letter showing that a check for \$500,000,000 had been drawn against the Treasury in favor of the railroads; this statement is misleading as it fails to explain that this payment to the railroads covered the six months' guaranty period expiring August 31, 1920, which were the six months immediately following the end of Federal operation of the railways. This short period was intended to assist the railroads in adjusting themselves to private operation. For more than five years, therefore, there has been no

guaranty of any sort in existence. If there had been such a guaranty in recent years, the railroads would not need to ask for an increase in rates.

In still other ways the public has seen fit to place a limitation upon rail earnings by special privileges given the motor vehicle, operating for profit, and to the Panama Canal. These transportation agencies are able to take considerable business from the rail lines because of these unfair advantages.

Railroad managers have no disposition to oppose the "march of progress" and do not wish to discourage the use of any form of transportation that is of real advantage to the public. Before the public can claim an advantage in patronizing these newer agencies, it must consider the reaction against itself in other ways. In other words, if the diversion of an important amount of traffic to motor vehicles and waterways will so reduce rail earnings as to make necessary repeated increases in rates, the public may find itself paying more in this way for motor and Canal transportation than it is really worth. Certain things may appear to be beneficial that really are not so when all factors are considered.

There seems to be an opinion in some circles, that the motor truck could step in and take care of the country's transportation if the railroads should be forced out of business. One has only to take pencil and paper and make a few figures to satisfy himself that this is impossible. The motor vehicle occupies a peculiar position in that it is able to take sufficient business from the railroads to make rail operations unprofitable, without being able to handle the general business now moving by rail.

The Milwaukee Road and other lines in the west have been able to furnish transportation at the low average rate of one cent per ton per mile, only because they can handle thousands of tons of grain or coal or lumber and other commodities in a single train between distant terminals, hauled by a single locomotive and manned by a crew of five men. A train of 50 cars will hold more than 2,000 tons of grain, for example, and the investment in cars and locomotive would be about \$175,000. The same amount of grain would load 400 trucks of five-ton capacity, representing an investment of over \$2,000,000, and each truck would have to have one or two men in charge. The country cannot afford to have its general business moved on a 'personally conducted ton basis.'

Railroad trains have too great an advantage to be overcome by any special inducements a motor truck has to offer. While motor costs could be reduced somewhat by increasing their loads by adding to their capacity or adding trailers, this could only be done over the country as a whole after thousands of miles of highways had been constructed on a really permanent basis. The concrete shells now being built do not stand up well under present usage. It is estimated that it would cost more per mile to build permanent roadways for heavy trucking than the capitalization per mile of the railways, excluding rolling stock, and there are ten times as many miles of highways as there are of railways.

In addition great terminals would have to be established where the heavy trucking trains could pick up and leave traffic originating on or going to points on the lighter lines, which would mean the abandonment of door to door delivery and the establishment of transfer and storage charges and many other items that now enter into rail costs, as well as delays by congestion at terminals and difficulties due to weather conditions.

There are numberless places where motors can establish themselves as feeder lines serving territory not now reached by rails, thereby benefitting these outlying regions without injuring the railways, and eventually bringing a profit to the operators of the motor lines.

The Panama Canal affects the western lines very seriously because each ton that moves via that waterway is a

long distance ton and if taken from the Milwaukee Railroad would represent a loss of a 2200 mile haul between Chicago and the Coast. At the present average rate per ton mile this loss would amount to \$20 per ton and each 50,000 tons so diverted would therefore mean a loss of a million dollars in revenue. Last year more than 26 million tons were moved via the Canal and this tonnage is increasing rapidly.

The railroads have no objection to competition on the highways or waterways, if the public will interest itself sufficiently in the proposition to see that all agencies are placed on a competitive basis.

The railroads in the last two or three years have been performing their special duties in a more satisfactory manner than ever before. They have practically eliminated car shortages, which have

heretofore caused shippers and the public as a whole much annoyance and expense. This improvement alone has saved producers in the west large sums of money and has been brought about by prompt loading and unloading of cars, the expedited movement of equipment over the rails and through terminals, etc.

It must not be forgotten that a railroad is of value in other ways. The Milwaukee Road has between 50 and 60 thousand employes, living in communities along its lines, and their payroll amounts to over 80 million dollars a year. This money finds its way into stores and shops in these towns, as do many millions of dollars spent for materials and supplies in states through which this road runs. The 9 million dollars in taxes also is distributed among these states for public benefit.

# SPORTS

## STANDING OF CHICAGO, MILWAUKEE & ST. PAUL RAILWAY BOWLING LEAGUE Chicago

TEAMS	Won	Lost	Average
Auditor Overcharge	23	4	902-26
Comptroller	18	9	860-7
Freight Auditor	17	10	851-11
Car Accountant	15	12	850-13
Assistant Comptrollers	15	12	832-17
Aud. Sta. Accounts	8	19	809-6
Aud. Expenditure	7	20	823-17
A. F. E. Bureau	5	22	815-3

INDIVIDUAL AVERAGE			
PLAYER	Club	Games	Average
1. Gavin	Aud. Overcharge	27	246
2. Lange	Aud. Overcharge	27	229
3. Moyer	Aud. Overcharge	12	212
4. Dale, J.	A. F. E. Bureau	27	289
5. Hettinger	Car Accts.	27	229
6. Gutfahr	Asst. Compts.	21	239
7. Gentz	Frnt. Auditor	27	232
8. Snyder	Asst. Compts.	27	223
9. Treskett	Car Accts.	27	235
10. Ciesinski	Aud. Overcharge	27	268

HIGH TEAM AVERAGE—THREE GAMES	
Auditor Overcharge	2866
Comptroller	2788
Car Accountant	2732

HIGH SINGLE GAME	
Auditor Overcharge	1025
Freight Auditor	1007
Comptroller	966

HIGH INDIVIDUAL AVERAGE—THREE GAMES	
Dale, J.	686
Gavin	657

HIGH SINGLE GAME	
Dale, J.	289
Ciesinski	268

## RAILROADS AND STRIKES— CHICAGO LEAGUE

Again we had visions of a CM&StP Ry. League Bowler receiving a gold medal for rolling a perfect game but the breaks were not with J. Dale and the best he could do was 289. Not so worse we would say. This is the second highest game rolled in the League since its organization. Herman Treskett has the honor of wearing a Gold Medal received from the American Bowling Congress for rolling a perfect score on March 18, 1924.

You will note that our friend Tommy Gavin the Dutchman is leading the league at this time while Legs Irish Lange is running a close second. We would say that they are real team-mates and one of the reasons why the Auditor of Overcharge Claims are leading the League.

The writer of this column would like to thank you boys for turning in all

the writeups this month. They helped wonderfully to fill up the space by leaving it blank. Get busy and hand a few articles to your Secretary.

It is needless to say that the League is a great deal faster this year than last. Every team is maintaining an average of 810 or better and have rolled 900 or more.

The Freight Auditor's went wild on Oct. 27, and mowed the timber down for a nice count of 1007 which placed them in the runner-up position for high individual team game.

The Auditor of Expenditure and the A. F. E. Bureau are the original hard luck teams of the League. They have lost more games by a narrow margin this year than any teams in the League.

Felix Specht we want to ask you where you spend your Monday nights each week? Anyway, even if you do

not go out, we would suggest that you do to bed early or else borrow Gannons spectacles Tuesday night.

Mr. Barry gave the boys a real surprise the other night when he rolled a game of 213. We do not wish to spoil the story so we will not give you his total for the evening. Thanks.

Peterson is coming to life. He actually garnered 581 pins the night of Nov. 10, with a high game of 225 which was good for the buck.

Here's one for you—Ramsey had the dollar neatly folded and tucked away in his vest pocket after rolling 242 in his first game, October 27, then F. Dale strikes his stride the last game and crashes out 246. Moral never count your pennies before you have them. Hard luck anyway, Dave, and we wish you better luck next time.

Eddie Heyn surprised himself by getting a 636 series October 27th, and thus helped his team to win two games.

It has been suggested that we run a beauty contest to determine the most beautiful man in our league. We would like to have each one of you send in an article on the person you think should win and give your reasons why. We have one suggestion already, and the name submitted is that of our dear friend, Mr. Feller? ? ? ?

This Month's steam roller—Haidy's 106.

## Wait

Lady to waiter in station restaurant: "Did you say I had twenty minutes to wait, or that it was twenty minutes to eight?"

"Nayther. Oi said ye had twenty minutes to ate, an' that's all ye did have—and yer train's jist gone."

## Must Have Liked It

Knick—"What's the idea of calling Mable a silent belle?"

Knack—"Well, I kissed her the other night and she never tolled."

An old-fashioned home is one where parents can still tell their children bedtime stories at night instead of at the breakfast table.

Little on top and less underneath is the style for both a flapper's head and the rest of her.

If you are a pedestrian an auto will kill you. If you own a car you can work yourself to death supporting it.

# THE MILWAUKEE MAGAZINE

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## A. J. Earling

On November 10th, at his home in Milwaukee, occurred the death of Mr. Albert J. Earling, third president of the C. M. & St. P. Railway System, and nearly life-long veteran in its service, in the seventy-seventh year of his age.

Mr. Earling was born at Richfield, Wisconsin, and his early boyhood was spent in that village. When the railroad came through, while he was yet a lad, he felt the urge of its call, and after he had acquired a common school education he learned telegraphy and entered railroad service, as so many of the great operating officials of this country have done, by way of the telegraph key. He held positions as telegrapher in several Wisconsin towns, the principal one before going to Milwaukee as train dispatcher, was at Watertown; and it was there he met the young woman who in a few years became Mrs. Earling.

Mr. Earling, by his industry, careful attention to duty, and his ability, soon attracted the attention of the general manager of the railroad, Mr. S. S. Merrill, who recognized in the young telegrapher a railroad man of much promise, and he advanced him rapidly to positions of responsibility.

When the building of the line to Council Bluffs was projected, Mr. Earling was put in charge as assistant superintendent, and then was made superintendent of the division at its completion, with headquarters established at Marion, Iowa. From Iowa, he returned to Milwaukee as assistant general superintendent, after the death of H. C. Atkins. From that time his rise was steady, occupying the positions successively of general manager, operating vice-president, being elected president of the Company in 1901, which position he occupied until he was elected chairman of the board in 1916. Soon after the railroads of the country passed under Federal control as a wartime measure, Mr. Earling retired from active service, and has since that time enjoyed a well-earned rest among his family and old friends in Milwaukee.

The great work of Mr. Earling's life was the building of the Puget Sound extension. A Pacific Coast outlet had

always been his wish, and the building of the coast line was the crowning of his hopes. Its actual construction was almost spectacular in its performance, the tremendous task of building twenty-six hundred miles of railroad, much of it through mountainous country, involving very heavy work and daring feats of engineering over mountains and through canyons, having been accomplished with unprecedented speed and with the thoroughness that characterized all of Mr. Earling's enterprises.

The electrification of the line through the mountainous sections was his project, also; and like the coast extension, it will always stand as a monument to the vision which he had the courage to turn into reality.

Mr. Earling grew up among the men who constituted the rank and file of early days, and his affection for, and loyalty to "the boys" he worked with, and who later worked for him, was steadfast.

The funeral occurred in Milwaukee, and at his bier, there gathered many hundreds of the veterans of the railroad to stand beside the Vice-President of the United States, and to join with him in paying the last honor, and to evidence by their presence, their love and loyalty.

Mr. Earling is survived by his widow, two sons and one daughter, his grandchildren and three brothers.

### Mr. Gillick Succeeds Mr. Greer

An announcement of importance this month is the promotion of Mr. James T. Gillick to the position of chief operating officer, to succeed Mr. B. B. Greer, who resigned to take the office of president of The New York Air Brake Company. Mr. Gillick's appointment became effective November 15th.

Mr. Gillick is too well known over the entire Milwaukee system to need any further introduction. He is a veteran in the service, having started his railroad career when a mere lad at Bird Island, Minn., as telegraph operator. He has occupied the positions of dispatcher and chief dispatcher on the River Division, trainmaster of the Iowa Division (west), superintendent of the Des Moines Division, of the C. & M. Division, of the Chicago Terminals, of the H. & D. Division when it extended from Minneapolis to Aberdeen, with all the branches thereto; assistant general manager and general manager of lines east and now becomes the chief of the operating service of the whole system.

Mr. Gillick is as greatly beloved as he is widely known and he assumes the duties of his new office with the respect and confidence of the entire organization. Speaking for the official and employe body, the Magazine tenders congratulations and the assurance that Mr. Gillick will have the heartiest cooperation and assistance in his efforts to perfect the railroad operation and carry it along on a high plane of efficiency.

With the termination of the receivership at an early date, which seems possible, it will be up to every employe to put his or her shoulder to the wheel and work with might and main to continue this great and strong transportation system, capable of giving the best of service and of weathering any gale.

This is the sort of job the "Milwaukee Spirit" likes to tackle, and realizing that our new operating leader relies on us to help make his administration successful, we pledge him our loyal support and our best endeavors, and we speed him on his way with our heartiest good wishes.

### O. N. Harstad, General Manager, Lines East

On November 15th, Mr. O. N. Harstad, assistant general manager, lines east, received promotion to the position of general manager of the same sector, succeeding Mr. J. T. Gillick, promoted. Mr. Harstad, like his predecessor in office, is a "Milwaukee" product, the son of an old-time H. & D. Division employe.

He entered the railroad service at the close of his school years, and in 1907, we find him assistant chief clerk to the superintendent at Sioux City, then chief clerk to the superintendent at Aberdeen, which position he held for three years, and left to assume the duties of freight agent of that station, remaining there until the close of the following year, when he went to Minneapolis to take the position of chief clerk to General Superintendent J. H. Foster. In 1917, he was appointed trainmaster of the I. & M. Division, receiving thereafter the following promotions: Trainmaster of the River Division, superintendent of the Aberdeen Division, general superintendent, Southern District and assistant general manager, lines east.

Mr. Harstad has been schooled in the hard work of the operating department and knows nothing of the word "rest" while there is something requiring his attention. His ability has been ably demonstrated, and he enters upon the duties of the general manager thoroughly equipped for the job. He receives the cordial welcome of the personnel over which he has been called to hold jurisdiction, and the assurance of their confidence and support.

### C. H. Buford

#### Assistant General Manager, Lines East

Succeeding Mr. Harstad in the position of assistant general manager, lines east, is Mr. C. H. Buford, whose modesty has not permitted him to sit for a photographer since the days of his childhood; which is the reason the Magazine is not able to place him in the distinguished picture gallery of this number.

Mr. Buford's new appointment receives the hearty welcome of the personnel. In the various positions of responsibility which he has held with this company, he has always commanded the respect and confidence of his fellow-workers, all along the line, and in his new position he is assured of their earnest support and loyalty.

His first work for the Milwaukee was in the engineering department in 1907 as lineman on the Kansas City Division, then as draftsman in the Chicago office, from 1908 to 1910; then assistant engineer in charge of track elevation, Chicago, from 1913 to the close of 1916. Then leaving the engineering work, he became trainmaster of the S. C. & D. Division; in 1918 he moved to the La Crosse Division in the same capacity.



O. N. Harstad, General Manager, Lines East

On July 15th, 1918, he received promotion to the position of superintendent of the Wisconsin Valley Division. The following year he went to the S. C. & D. Division in the same capacity, leaving that place to take up the same work on the Terre Haute Division, where double tracking was projected; October 10th, 1924, he came to the Southern District as general superintendent, which position he has ably filled up to his present promotion.

#### C. S. Christoffer and E. W. Lollis Promoted

Effective November 15th, Mr. Christoffer received the appointment of general superintendent, Northern District, succeeding Mr. W. M. Weidenhamer, promoted to the position of assistant to chief operating officer; and Mr. E. W. Lollis became general superintendent of the Southern District, succeeding Mr. C. H. Buford, promoted.

Mr. Christoffer is a veteran in Milwaukee service, having begun his railroad work with the Milwaukee company. He started out as a clerk at Stoughton, Wisconsin, in 1897. From there he served successively through the years, as telegrapher on the Northern Division; station agent at Richfield, Wis.; dispatcher on Northern, La Crosse and Superior divisions; assistant general yardmaster, Milwaukee Terminals; trainmaster in the terminals and on Superior, Illinois and R. and S. W. divisions; assistant superin-

tendent, Milwaukee Terminals; superintendent, Chicago Terminals; and superintendent, I. and D. Division, from which last, he steps into the bigger job which he so well deserves.

Mr. Christoffer is an untiring worker, possesses the respect and confidence of the employes, and of his superior officers: all of whom join with the Magazine in congratulating him on his advance.

Mr. Lollis, also grew up on the Milwaukee, on the H. and D. Division, where he began his career at Hutchinson; later was operator and relief agent on that division; dispatcher at Minneapolis, Montevideo and Aberdeen; chief dispatcher, also, at those places; trainmaster on S. C. and D. and Kansas City divisions; superintendent of Des Moines, Illinois and H. and D. divisions, and comes from Montevideo to assume the position to which he has just been promoted. He enters his new office with the good will of all who know and have worked with him, and thoroughly deserves the respect and confidence and the congratulations of his constituency, which he has been receiving since his appointment.

#### Other Appointments

Effective November 15th: Mr. P. H. Nee, superintendent, H. and D. Division; Mr. W. F. Ingraham, superintendent I. and D. Division; Mr. N. P. Thurber, superintendent, Wisconsin Valley Division; Mr. H. F. Gibson,

assistant superintendent, Chicago Terminals.

Also effective November 15th, the Northern and La Crosse divisions have been consolidated, and the C. and M. Division will be operated by the Milwaukee Terminals Division.

#### Thirty-fifth Annual Convention American Ry. B. and B. Association

Dear Editor—

The writer as a member of the American Railway Bridge and Building Association has just returned from attending the thirty-fifth Annual Convention which was held at the Hotel Statler, Buffalo, New York, October 20th, 21st, and 22nd, 1925. As this Association is made up of members affiliated with practically every railroad in the United States and Canada and as matters of general interest concerning the operation and maintenance of Railroads were taken up and thoroughly discussed, I thought perhaps a condensed report of the proceedings might be of interest to readers of The Milwaukee Magazine.

The American Railway Bridge and Building Association meet annually in convention the third Tuesday in October in some city selected by the Body. The city of Buffalo, New York was chosen for the 1925 meeting and the city of Richmond, Virginia for the 1926 convention. The thirty-third convention of this Association was held in Seattle, Washington, in the year 1923 where Mr. R. J. Middleton, Assistant Chief Engineer of the C. M. & St. P. Ry. made the address of welcome, and Mr. Macy Nicholson, General Manager of the Coast Lines of the C. M. & St. P. Ry. made a very interesting talk on the subject, "Relation of the employees to the public."

Mr. C. A. Lichty of the C. & N. W. is Secretary-Treasurer and our own Mr. Fred E. Weise, Chief Clerk of the Engineering and B & B Department of the C. M. & St. P. Ry. is Assistant-Secretary and Editor of the American Railway Bridge and Building Association Bulletin. To the regret of every member present, Mr. Weise was unable, on account of sickness, to attend the 1925 Convention; he is usually the life of the convention.

The C. M. & St. P. Railway is pretty well represented in this Association by the following members: E. J. Auge, C. N. Bainbridge, P. R. Elfstrom, Otto Czmsanske, Albert Czmsanske, E. E. Clothier, Edw. Collings, L. J. Denz, H. R. Drum, Henry Eggert, V. E. Engman, John Evans, J. E. Gillette, Chas. Gradt, Neal Gregory, L. D. Hadwen, R. G. Heck, C. T. Jackson, E. H. Johnson, R. W. Johnson, F. E. King, W. H. Knapp, A. A. Kurzejka, N. H. La Fountain, G. W. Lanning, C. G. Lindstrom, C. F. Loweth, C. J. McCarthy, T. E. McFadden, Edw. Murray, C. A. W. Munsson, W. J. O'Brein, Jno. Ostrom, J. F. Pinson, C. P. Rawson, H. B. Rivers, E. L. Sinclair, C. U. Smith, F. E. Smoot, L. K. Sorensen, T. H. Strate, I. W. Schultz, Fred E. Weise, A. A. Wolf, F. J. Welch, Wm. E. Wood, H. Wuerth and A. Yappen.

This years convention in Buffalo, N. Y. was welcomed to the City in an address by Mr. R. E. Woodruff, Superintendent of the Erie Railroad.

Gangs, The Tie-Cost Units in Bridge Construction and Maintenance; The Treatment of water for Locomotive Use; The use of Electricity for Operation of Water Stations; The Use of Cresoted timber including the selection of Woods best adapted to Treatment; The application of Protective Coatings to Structural Steel; The Relative Merits of Steel and Metal Sash for various types of Railroad Buildings; The Economic Methods of Handling Minor Jobs of Maintenance Work; The Reduction of Accidents to Railway Employees.

The Committee's Report on "The Reduction of Accidents to Employees" was without doubt the finest report ever presented for the consideration of the convention and brought out a general discussion. This report, together with remarks and suggestions brought out in the discussion of the subject, is to be published in pamphlet form for distribu-

tion to the members, the following resolution was passed by a unanimous vote: "Resolved that the executive committee be authorized to take up with various railroad systems the proposition of standardizing the title of Supervisor of Bridges and Buildings. At the present time there are at least twenty different titles assigned to designate the position of Supervisor of Bridges and Buildings such as Master Carpenter, Chief Carpenter, etc., therefore, the title should be made uniform on all Railroads in order to avoid confusion.

I neglected to state at the outset that the ladies accompany the members in attendance at the Annual Conventions and are royally entertained, during the

local committees representing the Chamber of Commerce and other civic organizations; therefore, it is quite an incentive for the ladies to attend.

After the adjournment of the Convention, the members are usually taken about the city and shown buildings and large terminals under construction; this is educational and gives one a good idea of how such work is handled to best advantage.

On our way to Buffalo, we stopped at Niagara Falls where we were taken through the immense power plants of the Niagara Falls Power Company where 460,000 horse power is developed. This was a revelation to many of us and was well worth the time spent.

N. Gregory, Chief Carpenter  
Madison Division



### Death by Chance

By taking chances, we mean doing a thing in a way which we know to be unsafe, when we could have it another way, known to be safe. Perhaps, the safe way is positively prescribed by the rules, or, if there is no rule to cover the matter, the safe and unsafe ways may be perfectly apparent to a man of any judgment.

A great undertaking of the railroad undertaker is to clean up after the railroad chance-taker.

One night, a short time ago, a car ferry on Lake Michigan left its Michigan port with a crew of several men and a cargo of several loaded freight cars. The boat had just been completely overhauled and pronounced entirely seaworthy by private and government inspectors.

There was no rough sea encountered and yet, on that trip, the boat sank with all its cargo and more than a score of men. At first, the cause of the boat sinking seemed to be a mystery but in the investigation, it developed that one of the watchman, who was strictly charged by the rules with the duty of making an examination every hour of that part of the hull below the port holes, had failed to comply with the rules.

These holes were in the side of the boat just above the water line, and were left open for ventilation. He had made these examinations a thousand times before on former trips and found everything allright. On this trip the wind happened to be just right to carry the water into these holes in small quantities. Being unobserved, the weight of the water, as it gradually accumulated inside, lowered the boat, so that after a time some of these holes were at the water's edge. The trouble at this time was discovered, but the water was rushing in so fast, the pumps could not meet the demands and the boat sank.

All because a watchman who was paid,

and depended upon to do what he was told to do, failed to do it. He took a chance. He won many times but this time, he lost.

Some of us are taking chances every day. Perhaps, so far, you have been winning, and nothing is known of it except by yourselves and the men working with you. If you keep it up, just as certain as the sun shines, some sad day you are going to lose.

If you rails must gamble, let it be done in the approved fashion, where the stakes are the coin of the realm and not the lives and limbs of your fellowmen. It doesn't pay, pards, you had better quit it. Quit it right away while your skin is whole, your job safe, and your conscience clear.

W. E. Dunlap, Train Dispatcher,  
H. & D. Division

### The Ford Won

Yes sir, I saw the victory myself. I never was so glad to see a Ford win as I was at this particular time. I hardly think you will blame me for wanting the Ford to win, when I tell you my story and that there was one woman, two small children and one fool in the car.

A heavy east bound freight approaching the Ortley main street crossing, the engineer (a firm believer in Safety First) let four earsplitting blasts out of his engines' whistle and told the world to beware and keep off the crossing until his train was by. The train was almost up to the crossing, when I saw a car coming over the passing track crossing. I fully expected the machine to stop and wait for the train to pass by, before proceeding to cross, instead the driver jammed his gas lever down and the trusty old wagon leaped forward, hitting on three cylinders and shimmied across the track about a foot ahead of the heavy engine.

The fool driver having accomplished the great feat of beating the train waved

his hand in triumph to the engineer, as if the engineer were to be sympathized with for having been so slow in coming to the crossing. The cabman was thinking differently as he was wiping the sweat from his forehead, and I think the driver would have sunk about a hundred percent in his own estimation if he could have known what the engineer was thinking about him.

Its great sport, this beating the train to the crossing. I see it tried every day almost, and every day the car wins, but each day you read in the papers how the race was a tie and you read how the bodies are mutilated and crippled and you wonder if it is really worth while to beat the trains even once.

Did you ever come to a crossing and stop to wait for the train to pass first? If you did, you saw the enginemen wave at you and you knew you were getting a mental compliment on your judgment.

A veteran engineer once told me that every time he saw a driver stop his car to wait for the train to pass, he felt like stopping his train so he could shake the man's hand.

We have danger signs and bells to warn drivers of the crossing dangers but they are useless, if common sense is not mixed with the gray matter in the thinking department.

S. E. Fosnes, H. & D. Division

The following, taken from the Great Falls Tribune as of October 20, 1925.

### Hogan Warns of Hazard at R. R. Crossings.

Milwaukee Safety Inspector Suggests Remedies For Accidents

The day dreamer who pays no attention to the driving of his automobile, the person who tries to beat the train to the crossing and he who likes to torment the engineer are the three general groups of individuals a locomotive engineer has to contend with in his effort to prevent crossing accidents. M. F. Hogan, District Safety Inspector for the

Chicago, Milwaukee & St. Paul Railway told the Kiwanis club Monday at its weekly program at Hotel Rainbow.

When every driver of a motor car learns to think and has constantly in his mind when at the wheel the danger of accidents at railroad crossings, the problem of crossing safety will have been solved, Mr. Hogan said. A law in Michigan requiring auto drivers to stop at crossings and look for trains before crossing, is one step toward eliminating some of the smashes, the inspector asserted.

Mr. Hogan urged cultivation of the habit of stopping at rail crossings. If each driver will consider that safety rules apply to him as well as to his neighbor, much trouble will be averted, is Mr. Hogan's opinion.

Paper prepared and read by H. D. King, Bedford, Ind., at Safety First Meeting held at Bedford, October 27, 1925.

There is probably not an employe on this railroad but what has been cautioned about being careful, yet we have accidents every day and some of them are fatal. The majority of all accidents are due to carelessness and a great many occur in breaking one of the working rules.

It seems that we are still a long way off in securing the support of everyone to bring about safety, although we have made a wonderful showing in the past few years.

A careful man is an asset to his community and in my opinion the way to have a careful man is to make a careful boy. I believe safety first should be taught in the homes along with other good teachings. There are many conditions in the home that are dangerous, such as gasoline or naphtha for cleaning, strike anywhere matches, and in many cases, loaded guns are kept unprotected. Only a few days ago a mother was attempting to build a fire with kerosene; it was poured on live coals which resulted in an explosion, burning the mother and a two year old baby to death. The man carried his wife outside in an effort to save her and in so doing was burned so badly that he died one week later. Hundreds of women viewed the remains of this unfortunate family, and, no doubt, most of them will not again use kerosene for such purposes. All of these women know, and have always known, that kerosene is inflammable and is dangerous round fires. Most of them have heard of similar cases but up to this time have not witnessed such a horrible sight. It seems that we should, so far as possible, make our appeals to the eye, as unusual accidents are remembered long after accidents that we hear about are forgotten. Insurance companies resort to pictures and I believe it would be well to erect demolished automobiles at country road crossings as food for thought. We have a certain number of reckless drivers that insist on crossing railroad tracks at full speed. These fellows should be segregated from the careful drivers and either talked to by the man in charge or else they should be reported to the traffic officers.

We often see boys riding on trains or playing on railroad cars. They tie on behind automobiles and in many

other ways engage in dangerous practices. I never miss an opportunity to stop and lecture these boys, pointing out case after case of where boys were injured or killed while engaged in such practices. I find that a lot of good can be accomplished by talking to a boy in the right manner and the boy is our best chance.

H. D. King,  
Agent, Bedford, Ind.

#### 609th Battalion Engineers

Soon after the Defense Act was made effective in the United States, the War Department requested several of the large lines to organize and build up to war strength battalions of railroad men—specialists in their line, such a unit when completed—in a time of emergency so designated by Congress—to be able to completely operate a railroad on a war basis. To that end, the 609th was organized and the result is:

The 609th Battalion of Engineers, made up of employes of the C. M. & St. P. Ry., has the honor of being the first reserve battalion of railway engineers to have their officer personnel complete.

An enthusiastic meeting was held in Minneapolis on September 18th and was attended by all officers. Plans were discussed in regard to getting the three companies enlisted to full strength and with the plans now under way it is hoped that this battalion will be the first completely organized unit of its kind in the reserve corps. The commanding officers of each company were given authority to fill out their companies with enlisted men.

Major N. A. Ryan, superintendent of the Terre Haute Division, is commanding officer of the battalion. Company "A," Maintenance of Way, has for its commanding officer, Captain Frank Allen of Spokane, Wash. Company "B," Maintenance of Equipment, commanding officer, Captain Wm. B. Jones, Spokane, Wash. Company "C," Operating, commanding officer, Captain F. R. Doud, Bellingham, Wash.

Other officers are:

#### Headquarters

Capt. Ira C. Jordan, Chicago, Ill.; First Lt., Geo. M. Hayden, Tacoma, Wash.; First Lt., Herbert G. Bernard, Ottumwa, Iowa; Second Lt., Wm. H. Seimers, Minneapolis, Minn.; First Lt., Edwin A. Lalk, Milwaukee, Wis.; Second Lt., J. G. Bruce, Miles City, Mont.

#### Company "A"

Capt., Clark F. Allen, Spokane, Wash.; Second Lt., Norman F. Podas, Minneapolis, Minn.; First Lt., Victor P. Hansen, Montevideo, Minn.; Second Lt., Ralph V. Cummings, Great Falls, Mont.

#### Company "B"

Capt., Wm. E. Jones, Spokane, Wash.; First Lt., John H. Hale, Chicago, Ill.; Second Lt., Homer C. Wallace, St. Bernice, Ind.; Second Lt., Roy C. Visger, Bartlett, Ill.

#### Company "C"

Capt., F. R. Doud, Bellingham, Wash.; First Lt., Edwin G. Kiesele, Dubuque, Iowa; Second Lt., Chas. G. Ellis, Milwaukee, Wis.; Second Lt., Chas. G. Gepner, Terre Haute, Ind.

#### I. and D. Items

J. L. B.

Clovis Blanchard, division lineman, is back on the job after an extended vacation of six weeks. Clovis tells us that after visiting his folks in Minneapolis, he made a trip to Seattle, Everett, Port Bremerton, Wash., Vancouver and Victoria, B. C., visiting Mt. Rainier National Park, and while at Port Bremerton, had the pleasure of going through the Battleship Arizona. The trip through the mountains from Harlowton, Mont., to Avery, Ida., behind the big electric engine, Clovis says, was more than a treat in itself. He says he cannot understand how anyone making a trip to the coast, could think of patronizing any line except the Milwaukee. No smoke or cinders to eat, no jar or jerking of the train, the big electrics just seem to slip in and out of the towns swiftly, safely and silently, never disturbing the slumbers of the passengers until "the first call for breakfast" is sounded. Mr. Blanchard reports having had a very fine trip and enjoyed every inch of it.

Yard Clerk A. E. Johnson and Mrs. Johnson are the proud parents of a bouncing baby boy, born September 19th. Arthur Stanley Johnson is the name conferred upon this new recruit to the ranks of the Milwaukee.

Condr. Jack Corcoran has returned from a trip to Florida, where he visited for some weeks. Jack is one of those fellows who remembers everything he sees, and sees everything that is worth while looking at, so when he gave an account of his trip to the Bunch in the Mason City yard office, you may be sure that he had a very interested audience. Besides the bathing beauties, he told of the almost unbelievable fortunes that are being made in real estate transfers and the general high prices of everything in Florida. He says unless you have plenty of money stay away from Florida, for it sure is a millionaire's land.

Condr. A. L. Kirby had the misfortune of having his knee thrown out of joint when alighting from his train at Whittemore, he stepped on a rolling stone. We all hope that the injury is not serious and that he will be back on the job before long.

A very sad accident happened in the Mason City yard when Machinist William F. Gross was accidentally run over by a string of cars, as he was crossing over the track from the roundhouse, where he worked. From the situation in which the man was found, it is believed that he had crawled under a string of cars standing on track 6 and stepped in front of cars being shunted in on track 7. Mr. Gross was not found for several minutes at least after the accident happened, trainmen say. Then his call for help was heard by the car inspectors. When they reached his side he was able to move slightly, told his name, asked that his wife be told good-bye, and died.

Besides a wife and six children, Mr. Gross leaves many friends to mourn his untimely death. The sympathy of the entire community goes out to this sorrowing family in their bereavement.

F. W. Siessinger, who for the past 17 years has held the position of switch foreman in the Mason City yards, died at the Mercy Hospital following an operation for appendicitis. Mr. Siessinger was 49 years old at the time of his death, having lived in Mason City for over thirty years. He is survived by his mother, Mrs. Mary Siessinger Schwenk, his wife and five children, Mrs. E. V. Randall, Mrs. J. J. Burnett, Dorothy, Catherine, and Anthony.

Opr. A. M. Choate and family attended the funeral of Condr. Jack Flynn, who was killed in an accident on the Des Moines Division.

Presidents, Local Chapters  
C. M. & St. P. Ry.  
Women's Club



No. 1, Mrs. H. E. Byram, President-General; 2, Mrs. Willis O'Brien, Des Moines; 3, Mrs. H. B. Earling, Seattle; 4, Mrs. E. F. Rummel, Spokane; 5, Mrs. J. A. Macdonald, Madison; 6, Mrs. Geo. Cobb, Miles City; 7, Mrs. W. T. Murphy, Perry; 8, Mrs. H. V. Wyman, Marmarth; 9, Mrs. M. Gallagher, Council Bluffs; 10, Mrs. W. M. Thurber, Dubuque; 11, Mrs. W. F. Ingraham, Bensenville; 12, Mrs. O. H. Frick, Portage; 13, Mrs. R. E. Sizer, Montevideo; 14, Mrs. E. C. VanBuskirk, Kansas City; 15, Mrs. M. J. Flanigan, Marlon; 16, Mrs. Grant Williams, Chicago; 17, Mrs. F. C. Dow, Green Bay; 18, Mrs. M. M. Burns, Sanborn; 19, Mrs. F. E. Devlin, Beloit; 20, Mrs. C. G. Juneau, Milwaukee; 21, Mrs. B. F. Hoehn, Ottumwa; 22, Mrs. P. H. Nee, Wausau; 23, Mrs. J. R. Bankson, Sioux Falls; 24, Mrs. C. F. Urbutt, Savanna; 25, Mrs. L. T. Johnston, Minneapolis; 26, Mrs. F. W. Zimmerman, Janesville; 27, Mrs. A. M. Martensen, Sioux City.



**Women's Club in Annual Meeting at Hotel Sherman, Chicago, October 31st**

**The First Annual Get-Together**

Judging by the numbers present, the general good feeling, the fine luncheon, the good speaking and the enthusiastic expressions of pleasure and satisfaction when the good-byes were said, the First Annual Get-Together of the C. M. & St. P. Ry. Women's Club was an unqualified success. Luncheon was served in the magnificent gold room of the Hotel Sherman at 1:30 P. M., October 31st, and 772 club members were present.

After a very delicious four course luncheon, Mrs. H. E. Byram, the president-general, called to order. Mrs. Byram was radiantly happy to be able to welcome so many at this first annual luncheon; and she expressed her pleasure in an inspiring talk that was right from her heart. Mrs. Byram has many times said that no work that she has ever engaged in (and she is a busy woman) is so close to her as this club of the women of the Milwaukee railway. In her opening address after the luncheon, she again made the same statement and continued with an appeal to all of those present to get behind our club and push it to still greater endeavor and higher purpose, so that it may eventually become a hundred per cent organization, with the care of the sick, needy and unfortunate of our great system its great objective and its personnel banded together in a sisterhood of kindness. Kindly feeling one for another; kind thoughts for all the great Milwaukee family and kindly deeds to smooth the pathway and help the wonderful work along.

The guests of the afternoon were: Messrs. Heman H. Field, general counsel of the railroad; Mr. J. T. Gillick, chief operating officer; Mr. R. M. Calkins, chief traffic officer and Mr. H. E. Byram, chief executive, and at present receiver of the Company. The gentlemen all paid high tribute to the good already accomplished by the Women's Clubs all over the system and prophesied for them a wonderful future. They assured us of their cordial support and assistance in the good work. The speakers also expressed themselves not

only as much pleased at the growth of the Club in so short a time; but pleasantly surprised and gratified at the splendid turnout at this first annual meeting of the Chapters.

Madame Joan Young of Chicago sang several groups of songs and the Club songs were rendered, led by Mrs. W. F. Ingraham, president of the Bensenville Chapter.

A number of the Chapters came with banners flying, among them Marion, Dubuque, Janesville and Kansas City, which either carried or wore pennants or badges to distinguish them as a body. The idea seems an excellent one, and possibly another year, all Chapters may arrange something of the same kind.

Following the addresses, the president-general called for the reports of the General officers and the Chapter presidents. Owing to the great number, and the fact that most of the women were planning to get away on early evening trains, the reports were limited to two minutes each. The Secretary and Treasurer-General's reports were given; the General Membership Chairman, Mrs. Heman Field and the General Welfare Chairman, Mrs. B. B. Greer, gave interesting accounts of the welfare work. Then followed the reports of the Chapter presidents, but owing to lack of space it is impossible to include them in the Magazine. One, however, read by Mrs. E. A. Meyer, the president of Austin, Minn., Chapter, an infant organization at that time, is included by special request of a number of the members who were unable to hear it as Mrs. Meyer read it. Not having very much to report, because of being "such a baby club," as Mrs. Meyer expressed it, she said she thought it might be appropriate to give her report "in the nature of a nursery rhyme." Here it is:

"I'm such a tiny infant,  
I'm scarcely three weeks old.  
If I should try to tell you much  
You'd think me rather bold.  
The ladies had a banquet—  
Milwaukee girls you know.  
There were ninety-four assembled  
To make this thing a 'go.'  
Mesdames Byram, Scott and Williams  
Yes, and Mrs. Kendall, too,

Were distinguished guests of honor  
To help them put things through.  
Girls, that foursome is a dandy,  
Everyone their praises sing.  
It wasn't only what they said,  
It was the spirit of the thing.  
They tied the bonds of sisterhood  
And made each one proud to be  
An active working member  
Of the Milwaukee family.  
The second meeting that was held  
Was on a stormy night;  
But seventy-five came just the same  
To help get started right.  
To our ninety charter members,  
I might drink a little toast;  
But of what is in our treasury,  
I'm not a going to boast.  
A piano was presented  
By Mrs. Charlie Hans,  
We can always have some singing  
And sometimes we can dance.  
We're going to have a club room  
That will be our very own,  
When the men get it completed  
It will be our home sweet home.  
I hope our big card party  
Will keep up the Milwaukee 'rep.'  
Of putting big things over  
With vigor, vim and 'pep.'  
I am interested in the other clubs,  
You are doing things worth while  
And when I shed my swaddling clothes,  
I'll emulate your style.  
And now that we are started,  
May our number still increase.  
May much good be accomplished  
And our interest never cease.  
So here's to every sister  
Assembled here today,  
I am glad that I have met you  
In this get-together way.  
And if you come to Austin  
As you wend your way about,  
You will find a hearty welcome,  
For our latch string's always out.

**Mason City Chapter**

*Fern Wolverton*

Seventy-five attended the meeting of the C. M. & St. P. Ry. Women's Club Thursday evening, October 29th, in the club rooms. The members were hostesses to the Milwaukee men. Mr. James T. Gillick, chief operating officer of the system, of Chicago, was the speaker of the evening. He was introduced by Superintendent C. S. Christoffer. He paid a tribute to the Women's Clubs of the Milwaukee road, and told of their value to the employes. Mr. Gillick assured the Club members that they had the backing of the Company in their welfare work and commended them for their efforts in Mason City.

Mrs. C. S. Christoffer, who is our local president, gave the guests a welcome and presented Mrs. Ben Hendrickson, who presided during the program. Community singing was in charge of Mrs. George Stevens, Mrs. S. E. Goodhile read two humorous selections, and Dale Pattschull played several beautiful violin solos. We are indeed proud to have such remarkable talent in one of our Milwaukee families.

Special guests of the occasion were B. F. Vanvliet, superintendent of the Des Moines Division; Ben Olson, veteran passenger conductor of Mr. Gregor, and Mrs. Adams of Minnesota.

A delightful evening of card playing followed the program and business meeting. Miss Ruth Chapin won the ladies' high score prize; Mrs. George Buck, ladies' low score. Jack Burns won the men's low score prize and Mr. George Buck the men's high score.

The club rooms were attractively decorated in orange and black to carry out the Hallowe'en suggestion. A delicious luncheon followed the card playing served by the members of the board.

## Twin City Chapter

Mrs. F. J. Ober

On November 2nd the Twin City Chapter held its regular monthly meeting in the Colonial Room of the West Hotel.

Due to the unqualified success of our "Opera House" meeting of last month, it was unanimously voted at this meeting to extend to our "men" the privilege of becoming contributory members of our organization, and it was also voted to extend to them our urgent invitation to attend all the regular general monthly meetings.

This much desired addition to our forces has necessitated the fixing upon a suitable hall in which to hold these meetings, one large enough to accommodate the increasing numbers and at the same time fitted with facilities for serving refreshments. Such a hall has been found by our House Committee, and accepted by the Board, and our future meetings will be held at the Minnehaha Masonic Temple.

Following the transaction of business, we were favored by a cleverly, humorous resume (written and read by Mrs. R. A. Bryant), of the trip taken by eighteen of our ladies to the Chicago luncheon, which was held at the Sherman Hotel on October 31st.

The lucky ones who were able to attend were our President, Mrs. L. T. H. Foster; our Treasurer, Mrs. G. A. Johnston; First Vice-President, Mrs. J. Van Dyke; Mrs. W. M. Weidenhammer, social chairman; Mrs. C. F. Holbrook, Mrs. Jane Williams, Florence Almen, and Mesdames H. G. Dodds, Jack Ronen, J. W. Schweizo, Chas. Waldmann, J. F. Lynch, Mary Burlingame, J. L. Leymour, O. H. Berg, W. F. DeFoust, L. A. McMahan and R. A. Bryant.

Through the efforts of Mr. F. J. Ober of Mr. T. A. Moskins' office, a special arrangement was made whereby car 16 of the famous Pioneer Limited was reserved for the exclusive use of the club members.

Conductor Langham, in charge of the train; Mr. Allen, the sleeping car conductor and John Dochnier, the porter, each, by his courtesy and thoughtfulness, added materially to the pleasure of the trip.

Upon arrival in Chicago, our local Chairman, Mrs. Weidenhammer, stepped briskly ahead and engaged a breakfast table for the party in the main dining room of the Chicago Station. From there the ladies went directly to the Sherman Hotel, where through the thoughtfulness of Mrs. Foster, a room had been reserved for their convenience.

A little sight-seeing, a little shopping and then the luncheon at the close of which everyone present agreed that the affair had been a most wonderful, inspiring get-together and well worth the trip.

Last month, on October 19th, Mrs. C. F. Holbrook, chairman of the House Committee and her corps of assistants, held their party.

This month, on November 19th, the Telephone Committee, headed by Mrs. F. L. Turnbull, chairman, will hold its party.

Mrs. Dodds, chairman of the Finance Committee and her committee members, will also hold a 500 party on November

23rd.

Great interest is being manifested in successfully putting over our theater party of December 8th, since last year's taking over of the Shubert Theater was the means of contributing more than \$300 to our "Sunshine" work. It is our aim to increase that amount this year if possible. Here's hoping.

## Bensenville Chapter

Mrs. L. E. O'Donnell, *Historian Pro Tem*

On November the fourth, Bensenville Chapter met at the home of Mrs. Guy Sampson with about forty members present in spite of the heavy down pour of rain. Several new members were introduced. The business meeting was called by the President, Mrs. W. F. Ingraham, and the "How do you do?" greeting was sung. The ladies of the Ways and Means Committee, headed by Mrs. Joseph Bodenberger, have planned a dance in Bensenville Social Hall for November 21st. The Benefit Committee, Mrs. Milton Lange, chairman, reported many sick calls made, baskets of fruit left with sick members, stork showers held, also post card showers. The board authorized a twenty-five dollar gift to a sick member through their president. Mrs. Emma Capoot is chairman of the Red Cross roll call in Bensenville, which the Women's Club sponsors. Mrs. L. E. O'Donnell, chairman of the Program Committee, presented Mrs. Josephine McKenzie of Itasca, who had charge of the Surprise Program of the day. Mrs. McKenzie introduced as her first number Mrs. Callie J. Stillson of Chicago, who is a very accomplished entertainer. Her offerings were received with much enthusiasm. The next number was a brief address by Mrs. W. F. Ingraham on our new club house, of which we are so proud, and our gratitude to those who made it possible, especially Henry J. Wycoff, bridge and building foreman of Lyons, Iowa. Mr. Wycoff had charge of the construction of the pretty building and made all the many conveniences as well as presenting the Club with a fine American flag, 3x5, to top the big flag pole he placed in front of the club house. As a visible token of the Chapter's appreciation, Mrs. Ingraham presented Mr. Wycoff with a case containing a solid gold emblem of the Masons, which Mr. Wycoff promised the Chapter to wear "till I die." Mrs. Stillson favored the chapter with another sketch, "Bridal Trip Through the Statuary Galleries," and it was roundly applauded. She and "Joe" thanked their audience. Mrs. L. E. O'Donnell read a report of the General Club's luncheon in the Sherman Hotel, October 31, and turned the meeting over to the hostess, Mrs. Sampson, who is a member of the Social Commit-



The Bensenville Club House

tee. Assisted by Mrs. Robt. Towing, a delicious lunch of sandwiches, doughnuts and coffee was served. The Program Committee served a white cake with one huge red candle in honor of the first birthday of Bensenville Women's Club of the C. M. & St. P. Ry.



Henry J. Wycoff  
B. & B. Foreman

A children's party is planned by Bensenville Chapter No. 3 for December 26th, for all children between the ages of 16 to 0, when a tree will be lighted, games played and a program held.

A snappy program is under way for the December 2nd meeting.

## Tacoma Chapter

On October 23rd a ball was sponsored by the Milwaukee Women's Club at the new Odd Fellows' Hall. This was our first large formal affair and was well attended by the membership as well as hundreds of friends in and out of the city. The success of this event was due to the general appreciation in the Club membership and friends of the organization. The various committees included Mrs. D. E. Rossiter as chairman of Receiving Committee; Mrs. E. L. Cleveland, chairman of Floor Committee; Mrs. Geo. Beechwood, chairman of Ticket Sales; Mrs. F. A. Swanson, chairman of Door Sales; Mrs. C. F. Negley, chairman of refreshments; Mrs. J. W. Stevenson, chairman of Cloak Room.

Sutler's popular orchestra furnished the music. Decorations were our Milwaukee emblems. The proceeds were \$145.00.

Our next afternoon meeting will be November 13th at the Odd Fellows' Hall.

## Montevideo Chapter

Stella E. Andres, *Historian*

Montevideo, Minn., organizes a chapter of the C. M. & St. P. Women's Club.

At a meeting held in the Public Library club rooms, October 9th, sixty-five ladies became members. Ortonville, Webster, Appleton and Stewart were represented. Officers were elected and light refreshments were served.

On October 14th, Mrs. H. E. Byram, president-general of the C. M. & St. P. Ry. Women's Club; Mrs. Grant Williams, first vice-president-general; Mrs. Scott, second vice-president-general and Mrs. Carpenter Kendall, treasurer-general and editor of the C. M. & St. P. employes magazine, arrived here to attend a meeting which was called at 10 o'clock that morning. They explained the purpose of the Club. At 11:30 a luncheon was served and a program given in the parlors of Our Savior's Lutheran Church in honor of our guests. Ninety ladies were present.

Officers of the Montevideo Chapter of the C. M. & St. P. Woman's Club:

Mrs. R. E. Sizer, president; Mrs. F. L. Paul, first vice-president; Mrs. M. J. Gruber, second vice-president; Miss Elva Hinman, corresponding secretary;

Mrs. Ernest Young, recording secretary; Mrs. J. J. Brown, treasurer; Mrs. J. E. Andres, historian.

#### Janesville Chapter

We held a Hallowe'en dancing and costume party last month which was a great success. Orange and black were the color scheme and there were pumpkins and corn stalks and other reminders of the day the witches dance. The committee in charge consisted of Mmes. Fred Zimmerman, James Fox, Willis Taylor, J. W. McCue and Arthur Hennesy. The ladies were assisted by a floor committee of gentlemen, consisting of Messrs. Hennesey, Frank Oliver and Fred Zimmerman.

A feature of the evening was exhibition dancing by Roy Ryan. Prizes for costumes were won by Mrs. James Fox, Mrs. William Naeser and Mrs. Fred Zimmerman. A prize waltz was won by Mr. Devereau and Mrs. Otto Bergman. Cider and doughnuts were served by the Refreshment Committee.

#### Perry Chapter

The Perry Chapter of the Milwaukee Women's Club renewed their activities the first of October after a vacation from meetings during the summer months. The Relief Committee, however, were on the job all the time and have rendered assistance where it seemed to be necessary during the summer months.

At the October meeting the Social Committee announced plans for an open meeting the last of November, when the husbands, brothers and sweethearts would be the guests of the Club. Perry did not send a big delegation to the Get Together Luncheon, but those who did attend brought back a report that made those who did not attend, wish they had put aside other seemingly important things to make the trip. Next year there will be more at the luncheon as they all know what they missed.

#### Beloit Chapter

The Hallowe'en party held in the passenger depot at Beloit surely proved a great success, despite the inclement weather which kept a number of our out-of-town members from being present. The affair was in charge of the Superintendent's office force, with Miss Mary McDonald Chairman.

The entire place was decorated in the Hallowe'en colors, with cornstalks, jack o'lanterns and candles. The Misses McDonald, Howard, Fenlon and Flasch and Messrs. Raue and Brick are deserving of a great deal of credit, as their time for doing the decorating was very limited. It was left for Mr. Chambers to arrange for the pumpkins and cornstalks. You know Jim was brought up around this part of the country and he can tell you the location of every cornfield, orchard and melon patch within a radius of a hundred miles. It may be that some farmer had to make out a "short" report the next day.

All sorts of Hallowe'en stunts were pulled off. Dancing started at 9:00 P. M. and continued until midnight.

During the evening Mr. and Mrs. Harry Lombard entertained with vocal selections, Mrs. Lombard also giving several whistling solos and a couple of readings. Mrs. Lombard is the daughter of Baggage man Fred Fairchilds. Elizabeth Snively, daughter of Engineer Ed Snively, a little miss of nine years, also gave a number of readings, which were greatly enjoyed.

Delicious home made cookies and cider were served by the Misses Howard and McGinn, and they could have made use of two or three extra pairs of hands, as that crowd surely had a wonderful thirst.

Everyone reported having spent a very enjoyable evening.

President Devlin, with fifteen members of the Beloit Chapter, motored to Rockford Wednesday evening, Nov. 11th, for the purpose of forming an auxiliary chapter at that point. They met at the home of Mrs. E. R. Snively. Mrs. Snively was made Chairman of the Auxiliary, Mrs. W. A. Johnson, Vice Chairman, Mrs. Arthur Anders, Recording Secy. and Mrs. Glenn Kelly Treasurer. They plan to hold their meetings the second Wednesday in each month and these meetings will be held at the homes of the different members.

President Devlin outlined the work that they were to do, they to appoint their own Committees. Refreshments were served and little Miss Elizabeth Snively gave several readings.

The regular business meeting was held in coach 3179, Wednesday evening, Nov. 4th. Another "get-to-gether" was planned to take place sometime before the holidays, the affair to be in charge of the Train Dispatchers' wives. A big dance to be held in February was also planned on. After reports were read and all matters of business taken care of, coffee and doughnuts were served by Mrs. Collins, Mrs. Gabriel, Mrs. Howe and Mrs. Beeler.

Thirty seven members of the Beloit Chapter attended the luncheon at Chicago, October 31st. Mrs. W. J. Thiele, who spent the day previous at Beloit, accompanied the party to Chicago.

A Benefit card party was held in the Odd Fellows Hall on Saturday afternoon. Ten tables at Bridge and Five Hundred were played. The first prize for the Bridge players was won by Mrs. Switz, consolation by Mrs. Taylor; first prize for Five Hundred by Mrs. Menzie and consolation by Alice McDonald. Sandwiches, cup cakes and coffee were served. The Engineers' wives were in charge, with Mrs. Ed Snively of Rockford as Chairman.

Several of the ladies met two different afternoons in October at the home of Mrs. Black to make card table covers.

#### Marmarth Chapter

During the summer there was some talk of organizing a C. M. & St. P. Ry. Women's Club here, so on Oct. 9th Mrs. H. V. Wyman called a meeting at the Congregational church basement, asking that all ladies interested in such Club be at this meeting to make further arrangements for a big meeting on Oct. 13th when Mrs. Byram Pres. Gen. of the Club would be here to help us organize. Fourteen ladies responded to this call and they volunteered to boost and advertise all they could for this good cause, also to serve refreshments on the night of our first big meeting.

This committee must have worked with a will for on Oct. 13th, 1925, when Mrs. Byram and other General Officers came a large crowd had assembled at the I. O. O. F. Hall.

Mrs. H. V. Wyman having received the correspondence and being the Instigator of a local chapter of the club, acted as President pro-tem, she made an address of welcome to the speakers and introduced Mrs. Byram, President-general of the club, who gave us a very interesting talk on the present work and possibilities of the club. She was very pleased with the interest and spirit shown here. Mrs. Byram is a very interesting speaker, and at the conclusion of her talk she in-

roduced Mrs. Kendall, Treasurer General, who gave us a fine talk on finances of the club. Mrs. Grant Williams, 1st Vice-President-General gave a talk on the good things the Chicago Club is doing in that city, also extending to us a welcome to visit their club rooms at any time any of us should happen to be in the Windy City.

Mrs. Kendall had asked that "Bill Mike" attend the meeting as she was anxious to meet "all of her family" as she put it. She is the editor of the Milwaukee Magazine and stated that "Bill Mike" was one of her best writers.

Mrs. Wyman appointed the following nominating committee: Mrs. Ed. Streible, Mrs. Wm. Morris, Mrs. Wm. Mikkelsen, Mrs. John Allen, Mrs. Paul Byington, Mrs. John Sterback and Mrs. Vern Cotton to meet and report on nominations at next meeting. Refreshments consisting of coffee and doughnuts were then served and everyone felt they had attended a very successful meeting.

On Nov. 6th the local Chapter of the C. M. & St. P. Ry. Women's Club held its first regular meeting at the Barber Auditorium. Meeting opened by Mrs. Wyman, Pres. pro-tem. Singing of club songs by audience led by Mrs. Miller, Mrs. Chas. Williams and Mrs. S. L. Richey, after which we elected the following officers: President, Mrs. H. V. Wyman; First Vice-Pres., Mrs. Wm. Leaf; Second Vice-Pres., Mrs. Homer Maxfeild; Rec. Sec., Mrs. Sydney Hagen; Corr. Sec., Mrs. Harry Worix; Treas., Miss Jessie Leming.

Mrs. T. A. Childers, Miss Jessie Leming, Miss Frances Jacobsen and Mrs. Louis Larson acted as tellers at the election. Mrs. Wyman read two nice letters she had received from the Miles City Chapter. By-laws were also read and the officers-elect were asked to meet to get their several duties assigned to them. Several members from out of town, but on this division were present and we were very glad to have them with us and they also seemed glad to be here. Arrangements were started for a dance to raise funds for the club. Dance to take place Dec. 13th, 1925. Refreshments were served by a committee of 12 of the conductors wives after which we sang more of the club songs. We then danced awhile and when "Home, Sweet Home," had been played and danced we all left for our homes, knowing that the C. M. & St. P. Ry Women's Club is going to be a very nice club.

#### Seattle Chapter

The meeting in September was held at Pig'n Whistle on Tuesday, September 29th and was preceded by the usual luncheon at which there was a very nice crowd. On motion of Mrs. Mercer, chairman of the Social Committee, a vote of thanks was tendered Mrs. Rowe and Mrs. Bradshaw for their graciousness and generosity in allowing the August and September parties to be held in their respective homes, and we might here add that they were two of the most successful parties we've had.

Mrs. Ennis, chairman of the Constitution and By-Laws Committee, together with her committee, has been making a comparative study of the old constitution and the new and reported the differences slight, lying chiefly in the sec-

tions governing eligibility and organization which differences were explained and voted on.

Mrs. Earling announced that our new club pins had been perfected and the designs received and that all who wished might order them from the secretary, who will obtain them from Chicago. These pins are to cost seventy-five cents and are gold filled.

We received word that the first "get-together" meeting of all chapters of the Club is to be held in Chicago, preceded by a luncheon, at the Sherman House, Saturday, October 31st, and any member of Seattle Chapter who could arrange to be present would automatically become a delegate. Mrs. Earling stated that it was her hope to be there.

A very interesting program was enjoyed by everyone, consisting of a vocal solo by Mrs. Cecile Mahoney Kane, assisted by Miss Brannon at the piano, and a short talk by Mrs. George T. Dalton, president of the Travelers' Aid of Seattle.

The Treasurer's Report showed that we have a nice little sum in the treasury, but not as much as we should have and it is really up to each member to search out all eligible women and bring them in at the next meeting. If you can bring one member, bring her along; if you can bring two or more, we'll be only so much gladder to see them. The dues aren't large and there are no great amount of duties imposed upon one to belong, so let's try and make our chapter 100 per cent.

Mrs. Laverne Wright has been appointed historian of Seattle Chapter and is very busy gathering data of our beginning.

Mrs. W. C. Ennis has been appointed chairman of the Constitution and By-Laws Committee.

Mrs. C. A. W. Musson has been appointed chairman of the Membership Committee, taking the place of Miss Ruth Walla, who resigned from that position.

#### Ottumwa Chapter

Forty-five members of the Ottumwa Chapter of the C. M. & St. P. Railway Women's Club attended the meeting held in Chicago Saturday, October 30th, at the Sherman House. From comments heard everyone had a splendid time and the meeting was a great success. Next year I think there will be a bigger attendance from Ottumwa Chapter.

A rummage sale is to be held Friday and Saturday, November 13th and 14th.

At the regular meeting held November 23rd, Miss Gerada Long was elected to succeed Mrs. H. J. Bowen as corresponding secretary, who resigned and went to Chicago to join her husband.

Tickets were also distributed for the benefit movie to be held Wednesday and Thursday, November 18th and 19th at the Strand Theater. Mrs. Kemp, Mrs. Kissinger and Mrs. Wilson of the Ways and Means Committee have been very busy getting the tickets distributed to all members. Many people are buying an extra ticket and donating it for the use of the orphans at the Orphans Home Finding Association.

A basket of fruit was sent to Sunny Slope Sanitarium for the Milwaukee people who are there.

Mrs. John Evans, Mrs. F. H. Hahn and Mrs. M. Reynolds got together at Mrs. Reynolds' home and made dresses for some children whose parents are in very poor circumstances.

One of the most enjoyable and successful of our social affairs was the Fried Chicken Picnic Dinner, given at our Club House on September 17th. A most elaborate and delicious meal was served, for which we must especially thank Mrs. Jno. LaBelle, chairman, and her committee, which consisted of Mesdames Jno. LeBow, W. F. Bottenfield, Roy Okes, T. H. Kemp, and Fred Delaney.

Miss Marguerite Kissinger, chairman of the Entertainment Committee, is to be complimented on the very splendid program presented that evening.

During the dinner we were entertained by Mrs. Frank Martin at the piano, and Robert Melcher, violin. The remainder of the program consisted of a vocal solo by Martin Carrol, accompanied by Mrs. Frank Martin; piano, solo, Miss Helen Rodgers; reading, Miss Mary Coughlin; dance and song, Miss Helen Louise Martin; reading and dance, Miss Mildred Hagerty; pianologue, Miss Flora Knight; reading, Miss Betty McGraw. Eighty members and friends were present.

The interior of our Club House has been improved by the attractive new furniture which has been recently purchased. The proceeds of a dance given by our Chapter were used to buy the furniture. Much credit must be given to Mrs. J. W. Sowder and Mrs. Herbert Cogswell for the time devoted to buying the new furniture and the draperies, and the excellent taste and good judgment displayed in their selections.

Our new chapter is now arranging for a rummage sale, and in the near future will sell tickets for a "movie," whereby we expect to realize quite a nice sum of money with which to replenish our treasury.

We have been unfortunate in losing our Corresponding Secretary, Mrs. Henry Bowen, who left on October 1st for Chicago to join Br. Bowen, who has been located in the General Offices in Chicago since September 1st. We regret very much to lose her as a member of our Chapter.

#### Sioux City Chapter

The regular monthly business meeting of the Sioux City Chapter was held October 19th, in the K. P. Hall. Following the business meeting a short program was enjoyed. Mrs. Emil Obland gave several beautiful readings, which had been composed by herself and were not only a tribute to her ability as a writer but also as a speaker. Piano solos by Miss Helen Wean and Miss Marie Neenan completed the program.

The remainder of the evening was devoted to cards, prizes being awarded to Mrs. Randall, Mr. Roy Larson and Mr. R. L. Robson.

The committee in charge was somewhat disappointed at the small number present, as they had hoped to raise a substantial sum to meet the demands which may arise during the winter months.

The regular meeting night having been changed from the third Monday

to the second, the November meeting was held November 9th. A party for the members and their families followed. At this meeting it was voted to donate \$75.00 to worthy causes reported by members, making a total of \$100.00 distributed since September.

November 19th, the members will entertain at a Hard Times Party in their club rooms. The committee under Mrs. Earl Murphy is diligently working to make this a success.

The ladies of the Sioux City Chapter were well represented at the Get Together meeting held in Chicago October 30th. The Sioux City to Chicago train of October 29th carried an extra car to accommodate the ladies about thirty in number. All reported a wonderful trip.

#### Portage Chapter

*By the Historian*

Portage Chapter of the C. M. & St. P. Ry. Women's Club was organized in February, 1925, with 50 members. We did not meet during the summer months, but during the six months we did meet and through the co-operation of the Membership Committee with Mrs. A. H. Cole as chairman, we tripled our membership, that is, we now have 154 members and 8 contributing members, making a total of 162.

The report of the Treasurer, Mrs. W. E. Jones, shows we have \$337.82 on hand with all bills paid. Aside from dues, this money was raised through plans by the Ways and Means Committee with Mrs. W. L. Washburn, chairman, and the Social Committee with Mrs. F. P. Miller as chairman, in giving a dance, card party, food sales, stationery sale and cake raffle.

We have not had a regular meeting place, but through the efforts of the House and Purchasing Committee with Mrs. A. M. Kilian, a chairman, a suitable club room has been secured and the committee is now working hard to furnish it and have it ready for our November meeting. Our contributing members have come to our aid very materially in helping us to secure and furnish our home.

Mrs. F. W. Kruger, chairman of Program Committee, has provided excellent entertainment for our regular meeting. The Publicity Committee, with Mrs. Frank Galvin, chairman, has been very active and has made our affairs a success by advertising them. We are organizing an auxiliary at Tomah of which we are very proud. Plans are being made for another dance and also a house warming.

The Welfare Department is divided into two committees, Mutual Benefit Committee with Mrs. George Linscott, chairman, and the Sunshine Committee with Mrs. Flanders, chairman. It has not been necessary so far to draw on our treasury for our welfare work as material for clothing, etc., has been very generously donated by the members. We have clothed a family of seven children and another family of five. This clothing included dresses, hats, shoes, stockings, underwear and sweaters.

The ladies of the Committee are planning on meeting once a month to make clothes for any needy family. Plans are also being made so there will be no empty larders.

Our Sunshine Committee has a treasury all its own, the ladies dropping a small contribution into it at each meeting. The funds are a little low now, there being only \$2.53 in the box, but we are planning a "Coffee," the proceeds of which will, I feel sure, very materially increase their funds.

During our few months about 27 calls have been made where there is sickness. Cards, letters and flowers have also been sent and a beautiful floral spray was sent to the home of one of our members who died. I feel that the Sunshine Committee of the Portage Chapter has in every way lived up to its name.

I cannot enlarge at this time about all the benefits that are being derived through this—the C. M. & St. P. Ry. Women's Club—but it will suffice to say that we are learning to know and help one another, which is mutually beneficial and last but not least we all enjoy the work.

### Dubuque Chapter

*Myrtle Book, Historian*

October and early November have been busy times for Dubuque Chapter, C. M. & St. P. Ry. Women's Club.

The regular meeting, held October 16th, was largely attended and was particularly interesting because of various reports of committees and the completion of plans for the minstrel to be produced in early November.

The Membership Committee reported thirteen new members. The Sunshine Committee made report of the many cards sent out of the assistance rendered one family in sickness. The Program Committee and Ways and Means Committee had interesting reports.

The Dubuque Chapter was well represented at the get-together luncheon in Chicago on October 31st. About one hundred and five members attended and demonstrated the enthusiasm with which they work for the Women's Club. And they are already looking forward to making the trip next year with a larger delegation.

On November 6th and 7th, Dubuque Chapter put on the Lady Minstrels, and it was good, the whole town says so. Dubuque Chapter is fortunate in having some very real talent among its members, and having some very good friends outside who are willing to help.

Much credit is due Mrs. Merrill Wills, a friend of the Chapter, who directed the show, and to the untiring efforts of Mrs. Thurber, president of Dubuque Chapter, and Mrs. Waltre Keok, chairman, and her committee, as well as members and friends who took part and worked so hard to insure the success the entire show proved to be.

The Program Committee put on the show to raise funds for a Christmas party for the children, and they are planning some sort of an evening party for the club members. The date of the Christmas party has not been decided upon.

In the meantime, the Club is carrying on relief work, having given twenty-five dollars in cash and a ton of coal to a family. Also tentative plans are under way for a benefit dance for a Dubuque Division man who has had a long serious illness, and is at present in a Chicago hospital.

At the regular November meeting, plans will be completed for all social activities for the remainder of the year.  
Myrtle Book, Historian.

### Aberdeen Chapter

*Mrs. A. F. Maschke, Historian*

On October 14th, Mrs. H. E. Byram came to Aberdeen and organized the thirty-fourth chapter of the C. M. & St. P. Railroad Women's Club. She was accompanied by Mrs. Grant Williams, president of the Chicago Chapter; Mrs. Scott, first vice-president of the Milwaukee Chapter and Mrs. Carpenter Kendall, editor of The Milwaukee Magazine.

The guests were escorted to the Commercial Club, where 65 women had gathered to attend a banquet in their honor. The tables were very prettily decorated with the season's flowers and candles.

After the banquet, Mrs. Byram took charge of the business meeting. Mrs. F. Richards, chairman of the Nominating Committee, presented the names of candidates as follows:

President, Mrs. J. E. Hills; First Vice-President, Mrs. R. C. Dodds; Second Vice-President, Mrs. E. W. Happ; Secretary, Mrs. Vick; Corresponding Secretary, Mrs. A. Roberts; Treasurer, Mrs. C. J. McCarthy; Historian, Mrs. A. F. Maschke.

The motion was made by Mrs. Donohew that the candidates be nominated and seconded by Mrs. C. J. McCarthy. All were unanimously elected.

After the business meeting each visiting lady gave an interesting talk on the work and happenings of the C. M. & St. P. Ry. Women's Clubs.

The guests departed on the 8:35 train, leaving a large number of newly made friends who are hoping to see them return again in the near future.

The first business meeting of the Aberdeen Chapter was held October 20th, 1925, in the Y. W. C. A. parlors with President Mrs. J. E. Hills presiding.

It was decided to hold the regular monthly meeting on the first Thursday of each month.

Plans were made to furnish a club room upstairs in the freight office. The room to be for the use of members and their friends.

Each member is to bring a chair and any other furniture that may be used.

At the close of the meeting each of the 62 ladies present registered and paid their annual dues.

The regular meeting of November 6th was postponed until November 12th on account of the illness of Mrs. Hills.

### Green Bay Chapter

*Luella Gatto*

On October 23rd the Green Bay Chapter sponsored a dancing party in the Crystal Ball Room of the Hotel Northland. The Lyric Orchestra of Manitowoc furnished the music which helped greatly to make this party such a success. Everyone had a most enjoyable time and looking forward to the next one.

On October 28th a board meeting was held. Resolutions were adopted

on the death of Mrs. John Hanahan, a charter member of the Green Bay Chapter. A copy was sent to the family and one placed in the Club's files. Plans were also completed for the Get-together meeting held in Chicago. A special car was furnished for the women from the Superior Division. Thirty-three making the trip. Everyone reported a good time.

On November 5th our first annual sale and supper was given which proved a decided success. After the delicious supper, Miss Josephine McKeough, through the courtesy of the Groulx Music Store, presented a program introducing the new Orthophonic Victrola, which was thoroughly enjoyed by all. Due to the sale and supper being held on our regular meeting night, a special business meeting was called on November 10th by our President, Mrs. F. C. Dow, to perfect plans for our December meeting, which will be the closing meeting of the year. A brief business meeting will be held on this night, followed by a card party in charge of the Program and Acquaintance committees, Mrs. Wm. Hart, general chairman. Plans were also formulated to carry Xmas cheer to all needy families. The Welfare Committee, Mrs. D. A. Keyes, chairman, in charge.

### Wausau Chapter

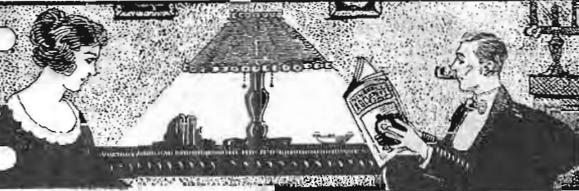
Our Club was well represented at the get together meeting held in Chicago Oct. 31st. About twenty two members attending. The meeting was very interesting and we all agreed that there were many points brought out that would be of assistance in the future and it was a pleasing sight to be in the presence of so large a gathering of women. The banquet far exceeded our expectations, the service was without a flaw, and everyone seemed to enjoy it to the utmost. The after dinner talks by various officials, and officers of the Club were interesting and pleasing, as well as the musical selections rendered. The reports of the Presidents were ably given and we all say Hurrah for our President.

Plans are under way for a dancing party to be given in the near future, at the Passenger Station. It is hoped there will be a good attendance and that the party will be a success in every way.

Pres. Mrs. P. H. Nee, Mrs. Dexter, Mrs. Lawless, Mrs. Rege and Mrs. Gilham, made a trip to Tomahawk, last Thursday where they held a very successful business meeting, thirteen new members joining the club. They planned to carry on the work of an auxiliary, with Mrs. B. Boorman as chairman. This is very encouraging and we are sure that co-operation of this kind will be very beneficial to our Wausau chapter. A great deal of enthusiasm is manifested all over the division, and it is expected to make trips to several other cities where employes have expressed a desire to join the Club.

The last regular meeting on Oct. 20th was held at the Business Woman's Club in the form of guest day. There were nine tables of bridge, honors in which were scored by Miss Mildred Conklin, Mrs. Edward Johnson, and Mrs. Paquin, seven tables of Five Hundred, honors going to Mrs. John Brown, Mrs. J. Campbell and Mrs. Chas. Harbough. A cafeteria lunch was served after the games.

# AT HOME



HAZEL M. MERRILL, Editor



Joanne Shackleton, Granddaughter of Engineer S. A. Trine

## Suggestions for Christmas

Dear Readers:

Your "At Home" Editor is planning to spend Christmas in Florida with one "MiLe a Minute" of Eastwind Fame. We shall sit on the beach, possibly take a dip, and think of you poor folks up here shivering in a blizzard. Methinks, however, the only way we shall know it is Christmas is by the date, and possibly the gifts and the turk. MiLe a Minute writes that some day she wants to see a real live snowstorm again, too. Must try to give you a few suggestions for your Christmas gifts before departing for the Sunny South.

There are such charming things for clever fingers to make, cross-stitch handkerchiefs, towels, runners, samplers, foot-stool covers, bridge set, luncheon sets, card-table covers, etc., Batik work, beautiful black satin pillows embroidered in bright-colored yarn; Russian and Italian embroidery in runners, scarves, towels, pillows, etc.; tooled leather bags; beaded bags; a set of muffin pans given a coat of black and gold paint will be transformed into a practical tray; a straw cuff, such as is used by butchers, covered with bright cretonne and finished with gold braid, with gold cord for hanger, makes a novel whisk-broom holder; an ordinary market basket with handle enameled black, covered inside and out with bright-colored waterproof material for milady's tool basket is a useful gift; for those handy with a brush there are simple shapes in heavy glassware, such as was in vogue years ago, and which can be easily decorated with simple design, pitchers, candy jars, sugars and creamers, etc.; attractive desk sets, easy to decorate. In making a fancy pillow, make a small one; they are new and chic, and often very comfortable because they will tuck into the corner of a chair.

There are many pleasing gifts for the friend whose home boasts a fire place;

bellows, log holders, andirons, fire-screens, colonial fire-lighters, long roasting fork; fireside slippers, coats, etc.

Beautiful fancy lamps; pitcher, tumblers, and tray for the bedside water set; fancy ash trays; book ends; ash tray with graceful handle in shape of ship; also book-ends in ship shape; colored-glass luncheon and lemonade sets; candlesticks; desk sets, address books, memo pads, portfolio. A wrist compact will delight the young high school miss. Wrist golf score; small leather packet tool cases; soft-collar case. There is a new device on the market to hold trousers in shape when hanging up, which promises to eliminate constant pressing, and would make an acceptable gift. There are cuff sets; fancy pins; purses; numerous electrical gifts; sterling silver. It is a nice idea to start a set of sterling spoons for some young lady relative or friend. Sterling silver individual salts and peppers; sterling silver mayonnaise set; sterling silver bib-holders for baby. Wall book shelves are coming into use again along with other antiques. Brass door-knockers; tea bells, and tea balls, tea tiles; fruit knives and forks with gay enameled handles; fancy score markers for bridge. Under-arm purses remain very popular, and bright red leather ones are quite the thing. There are many attractive pens and pencils on the market which make useful and pleasing gifts. Box of high-grade linen stationery is an acceptable gift. There are charming sets of doll furniture which will make some little girl and her doll happy on Christmas morning. Lovely "bye-lo" baby doll will delight the heart of any child.

Now wrap your gifts in some of the new and delightful gift wrapping paper that is being exhibited, tie it with bright tinsel cord, enclose your greeting card conveying your best holiday wishes, and you will be all set.

With the Season's greetings, I remain  
Your "At Home" Editor.

## Household Helps

To solve the problem of taking proper care of the cork of thermos bottles, take a small glass jar, such as pimento cheese jar, or one just a little larger than the cork. Fill jar with solution of powdered soap or soda; place cork in jar, screw on top, and allow to stand for an hour or more. Rinse cork thoroughly before replacing it in the thermos bottle. Fill the thermos bottle after washing with solution of soda and water and allow to stand overnight, and it will keep sweet and clean.

Cut in small cubes three or four medium-sized cold baked potatoes, cover with milk or cream, and season with two tablespoonfuls of butter, salt and paprika to taste. Cook very slowly



Virgil Pantier, Son of George Pantier, Perry Roundhouse Force

on top of stove for 20 to 30 minutes. Cover bottom of baking dish with layer of cold baked potatoes, then layer of cheese, butter, salt, and paprika, then another layer of potatoes, and so on until dish is almost filled. Then add milk or cream to cover. Coat top with grated cheese. Bake slowly for twenty or thirty minutes.

To make rice white and keep the grains separate when boiled, add teaspoonful of lemon juice to quart of water in which rice is to be boiled.

If you will dip brush, after it is washed, into equal parts of milk and water, and dry before a fire, it will stiffen the bristles.

Mix a handful each of washing soda and salt, force into top of pipe and leave for half an hour, then pour down a kettleful of boiling water. This will clean stopped-up pipes.

Place silver in a pan of hot water, to which has been added a handful of borax and a small bit of white soap. Let stand for few hours. Rinse in cold water and dry with soft cloth.

## The Curbstone Philosopher Says

A good way to make it rain is to have your car all washed and polished before starting on a trip.

The best lesson in thrift that a man can learn is how to hit a waste basket with an oil stock circular.

We have reached the point in life where it is a mean husband who refuses to shave his wife's neck.

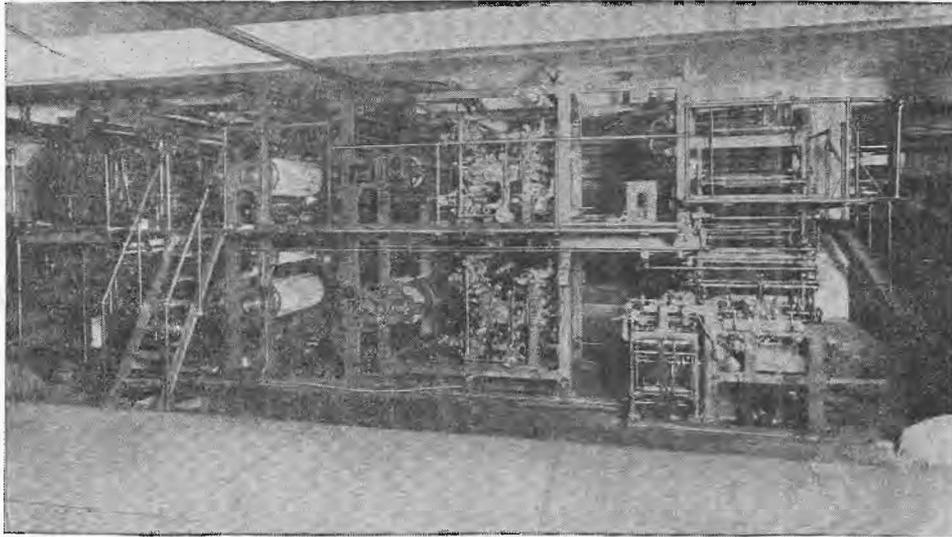
What a wife usually wants when she doesn't know what she wants, is more money.

Most of the careful auto drivers still have a few installments to pay on the car.

Peach preserves will keep much better if placed in a closet where the children can't find them.

When jerking a chair out from under a lady friend, it isn't polite to sit on her head as she falls.

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5271. Ladies' Dress for Stout Figures with Slender Hips.—Cut in 3 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. To make as illustrated in the large view for a 46 inch size, requires 6 $\frac{3}{4}$  yards of plain material 40 inches wide and  $\frac{1}{2}$  yard of figured material. Also 1 $\frac{1}{2}$  yards of lining for the underbody 36 inches wide. If made with short sleeves, 6 $\frac{1}{2}$  yards of plain material is required. The width of the skirt at the lower edge is 1 $\frac{1}{2}$  yards. Price, 10c.

5308. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size made as illustrated will require 3 $\frac{3}{4}$  yards of 40 inch material. Width of skirt at lower edge is 2 $\frac{1}{4}$  yards. Price, 10c.

5276. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. An 18 year size requires 4 yards of 40 inch material. The width of the dress at the lower edge (under the tunic) is 52 inches. Price, 10c.

5277. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 1 $\frac{1}{2}$  yards of figured material and 3 $\frac{3}{4}$  yards of plain 40 inches wide if made as illustrated. The width of the dress at lower edge is 1 $\frac{1}{2}$  yards. Price, 10c.

5288. Girls' Dress.—Cut in 4 sizes: 6, 8, 10, 12 and 14 years. A 14 year size requires 2 $\frac{3}{4}$  yards of 54 inch material, and  $\frac{1}{4}$  yard of contrasting for the collar and facings if made as illustrated in the large view. With short sleeves 2 $\frac{3}{4}$  yards will be required and  $\frac{1}{4}$  yard of contrasting. Price, 10c.

5289. Girls' Dress.—Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 $\frac{3}{4}$  yards of figured material, and  $\frac{3}{8}$  yard of plain 40 inches wide if made as illustrated. Price, 10c.

5297. Child's Rompers.—Cut in 3 Sizes: 6 mos; 1 and 2 years. A 6 mos size will require 1 $\frac{1}{2}$  yard of 36 inch material. Price 10c.

5274. Ladies' House Dress.—Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 4 $\frac{3}{4}$  yards of 36 inch material if made with long sleeves, with short sleeves 4 $\frac{3}{4}$  yards will be required. Price 10c.

5279. Child's Dress.—Cut in 4 Sizes: 2, 4, 6 and 8 years. A 6 year size as illustrated in the large view will require 2 $\frac{1}{4}$  yards of one material and  $\frac{1}{4}$  yard of contrasting 36 inches wide for pockets, cuffs and collar facings. Price 10c.

5296. Boy's Suit.—Cut in 3 Sizes: 2, 4 and 6 years. A 4 year size requires 1 $\frac{1}{4}$  yard of 44 inch material. Price, 10c.

4196. A New Doll Set.—Pattern comprising the Doll and garments, is cut in 3 Sizes: Small—12 inches, Medium—16 inches. Large—20 inches in length. The Doll requires for a Medium size  $\frac{1}{2}$  yard. The Rompers  $\frac{1}{8}$  yard. The Suit and Hat,  $\frac{1}{4}$  yard of 27 inch material. Price 10c.

4479. A Neat Apron.—Cut in one Size, Medium, and requires 1 $\frac{1}{2}$  yard of 36 inch material. Price, 10c.

**Good Things To Eat**

**Roast Goose.** In many lands the piece de resistance of the Christmas dinner is roast goose, although with the American turkey bird a poor second. Roast goose is good eating if it has been prepared with proper care and cooked with great skill. After plucking, singe, remove pinfeathers and scrub in hot suds. Draw and wash again in cold water. Stuff, truss, sprinkle with salt and pepper. Place on roaster, cover tightly and bake two hours. As a rule, goose has so much fat under the skin that no additional larding is necessary. If however, the flavor of salt port is liked with goose, the bird may be steamed for an hour, which draws a portion of the fat, then placed in a roaster with several slices of salt pork on top; and baked until

brown and tender. When done, place on platter, remove the trussing strings and serve with apple sauce.

**Potato Stuffing For Roast Goose.** To two cups hot mashed potato, add one cup and quarter of stale bread crumbs; three slices of finely chopped salt pork; one finely chopped onion; one egg, salt, pepper and sage. If the goose is steamed before roasting, do not stuff until after the steaming process.

**Chestnut Stuffing for Roast Goose.** One quarter pound sausage meat; one quarter can mushrooms; three tablespoons butter; one cup chestnut puree; one half cup bread crumbs; one half tablespoon finely chopped parsley and twenty French chestnuts, cooked and left whole. Cook the sausage meat two minutes, then add mushroom puree, parsley, salt and pepper. Heat to boiling point and add whole chestnuts. Cool before stuffing goose.

**Chestnut Puree.** Shell chestnuts, cook until soft, in boiling, salted water; drain, mash, moisten with scalded milk, season with salt and pepper and beat until light.

**Candied Sweet Potatoes.** Six medium

sized sweet potatoes cooked in boiling salted water. Drain, peel, cut in halves and place on buttered baking pan, sprinkle with brown sugar; add another layer of potatoe and sugar. Pour over one half cup melted butter, sprinkle lightly with salt and bake in slow oven two hours.

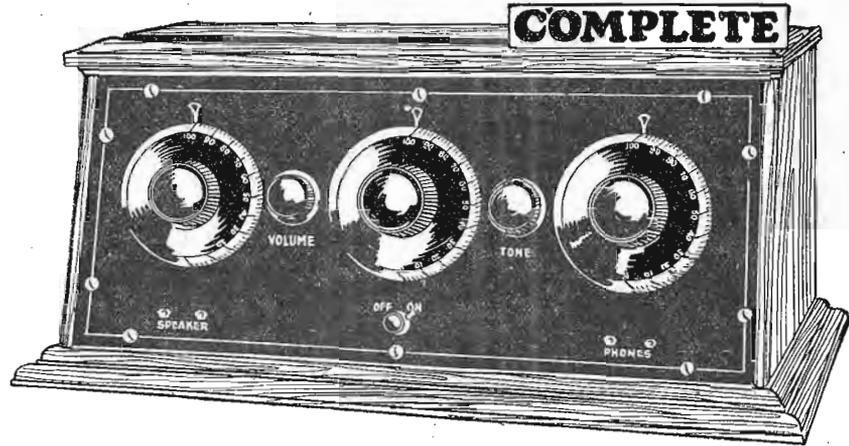
**Banbury Tarts.** Chop one cup of seeded raisins; add one cup sugar; one egg slightly beaten; one finely rolled cracker and the juice and grated rind of one lemon. Roll and cut pastry in pieces slightly longer than wide, place two tablespoons of the mixture on the paste, moisten edges with cold water, fold over and press together. Bake twenty minutes in slow oven.

**Five O'Clock Teas.** Cream three quarters of a pound of butter, add gradually, six ounces powdered sugar, beating all the while, and work in one pound of flour. Press into a buttered pan to one half inch in thickness, prick with fork at intervals and bake in moderate oven thirty-five minutes. Cool slightly, cut in squares and remove from pan.



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Kansas City, Mo.



## Deer Lodge Notes

Walter B. Strawn

The hunting season this year was unusually good, the heavy snows bringing down the deer and elk from the remote parts of the hills to where they could secure food and making it much easier than usual for the Milwaukee boys to supplement their meat bill with venison. Practically all of the regular hunters were successful this year, even General Foreman Joe Miller bringing in an elk, although its hard to say whether Alec Baehr, Sam Lane or Mr. Miller shot the animal. None of them would say definitely, and it has been rumored that they got two at one shot. Mr. Baehr can explain how this was accomplished. Anyway Mr. Miller has an elk and is entitled to the credit because he would have killed it if he had seen it first and had shot at it and hadn't missed.

Carl Schrieber and Joe Hickman were out one day and spied a bull and cow elk. Joe had a line on the bull (as usual) when Carl shouted "Let me shoot the bull." That's the first time any one ever had to wait for Carl to do that. He usually beats them to it.

R. M. Bauman, who hopes to be a pipe fitter some day, is the proud father of an eight pound boy.

Freda Johnson and Adolph Turk prepared papers and read them at the car department staff meeting held in Spokane November 16th. After Adolph finished lining them up on A. R. A. billing and Freda gave them the correct dope on the handling of correspondence, we now expect some great results from the car department. They know their stuff.

The railway clerks of Deer Lodge put on their annual dance, October 31st. The Toonsville Tuner orchestra furnished the music and a record breaking crowd was in attendance.

Bill O'Reilly, former chief clerk to Supt. Phelen at Deer Lodge, and now chief clerk at Spokane, has announced the arrival of a girl at his home in Spokane. The name is Geraldine. There is to be no childless old age for Bill. This is the sixth and Bill is still a kid himself.

Frank Seeburger, Signal Supervisor, has accepted a position with the Ohio Brass Co., leaving Deer Lodge the first of November.

## Western Ave Notes

By Si

We missed out last month, but I was so busy attending the trial of Druggan and Lake I really did not have time for anything else. The only reason that we attended the trial was we were afraid some of our gang were going to get mixed up in it.

Everyone has a sideline of some kind and we always thought that the sideline that Louis Reppert carried was finding out who chewed around here and the old—old—line, but we found out that his sideline is a matrimonial agency, he only charges twenty-five cents and from the resources he has to draw from (The coach yard) he has a good business.

Bill Griepke says that now, that Louis Reppert is in business he might risk twenty-five cents as he supposes a good wife is worth twenty five cents, which causes Johnnie Franz to remark, that he has his doubts about that, and then Irwin Franz comes right back with one. That he was willing to risk fifty cents, but not to Louis.

Yardmaster Patty McCann, is on his vacation,

and we all wish Patty a wonderful time in Montreal. He'll have it.

Our "Shriek" George Blakesly, took his girl down town the other night in his machine?, and when they got out, the girl asked George what kind of a machine he had, and George wanting to be hifaluting, had forgotten the name of Rolls-Royce, and knowing his girl didn't know the diff, (she is from Indiana) he told her it was a loose leaf, and she said, "Why George I never heard of that kind before, back home we only have Fords and Caterpillers. Now you all tell me what kind is a loose-leaf."

Irwin Franz, went to Milwaukee last week. Irwin had made all arrangements to go and then he got a telegram, and then he didn't get one, and the upshot of it was, that Irwin went to Milwaukee. He said he was not looking for any other job, but, boy, boy, you don't know what kind of a job it is, she's a blonde.

Ed Berry, our dummurage clerk was going to a dance a few nights ago, but as they would not let him be the doorkeeper he wouldn't go, said that he was the best doorkeeper in the world but they would not appreciate him, and he got mad and stayed at home, the dance took in lots of money.

Yard clerk Tuck has moved to Chicago, from Whiting, Ind. Said that every night when he came back, the police would always stop him and ask him for a drink, thinking that he was, what he wasn't, now he is living over on the north side, so figure it yourself. How about it Tuck, old boy?

Carter McNamee, says he gets out of his car ten miles to the gallon, that is, if you count twenty feet to every time he gets out, says now the only thing he needs is a french horn, Carburator, a new engine and small gears. His car is a Carboniferous.

Our Chief Clerk, Joe Burke says that while off on his vacation he made the rounds of the different offices and he still maintains that he has the best looking bunch in the terminals.

Jack Norton came back from Excelsior Springs Mo. Jack says that is the home of the James Boys and that they still have plenty of kin folks in business around there yet.

Yardmaster Duffy says that he has often heard of men that could smoke their cigars shorter than anyone else, but he can do better than that, he can smoke them longer than anyone else, as he only smokes after each meal and he only eats two meals a day, so a cigar lasts him for a week.

Our friend "Eggs Murphy" the engine foreman from Utaw, Arkansas was off on his vacation, that is he took in the Union Station and when he was ready to come back to Western Ave.—dad-gum— if he didn't go load up on a C. B. & Q. train. He said he forgot there was another railroad running into Chicago.

We came near losing our friend Mills some time ago, Mills takes the surface line and transfers at Armitage and California and while waiting for the California car "The Cook County Car" came by on their way to Dunning and picked Mills up and took him along, Mills at last got in touch with his friends Druggan and Lake, they pulled some political wires and had him released, but the Dunning authorities said they certainly did hate to let him go, as he was surely a wonderful subject. Mills reports that he saw his friend Yardmaster

Voight while out there, he was spending his vacation there resting up.

## H. & D. Division

"Doc"

We have rumors someone of our force at Glencoe not long ago was discovered tapping wedding bells to see how they sounded. Anyone know who he is.

Our A. F. E. Clerk, Miss Isabelle Fonder, is off on a vacation trip to the west coast. Understand it is quite a trip for a young single lady to take. Perhaps she figures she won't have the same opportunity again.

We note a few more changes on the H. & D.; C. I. Cowl has been appointed 3rd operator, Bird Island permanently; E. F. Green, 3rd operator; Minnesota Falls, permanently; J. C. Wanous agent at Watson, temporarily; S. L. Winn, 1st operator; Aberdeen Yard, temporarily; R. J. Fleming operator, Tulare, permanently.

H. P. Gale is our roundhouse foreman, Montivedo, vice C. E. Leonhardt, assigned to other duties.

The "Crossing Special" has just passed over our division with Mr. Matson of the R. R. & Warehouse Commission and railway officials looking over the lay of things and assigning 'Stop' crossings. We hope wherever the stop signs are put up it will have the desired effect. These fellows that continually try to knock our trains into the ditch don't seem to have much success.

Messrs. Sizer and Reichert are darned poor forecasters. The winter started in fine—long and cold, they said; but the last two days of October were just about as nice as anyone could wish. And now comes Vic Hansen with his hundreds of ducks and geese flying back north. Yet another of our mighty nimrods was out hunting rabbits the other day and couldn't find any—said they had all gone denning, whatever that is. He must be the same fellow trying to knock down mile-high ducks with No. 8 shot and cussed his gun for the failure.

"Red" Middlebrook is the same radio fan. He has 'em beat. He owns a one-tube set that gets Frisco without the tube. If Vic Hansen would hook his trickle charger onto that they could hear the Hula Hula dancers skipping along the beach of far Hawaii.

## On Time Line—Kansas City Division

M. F. K.

G. E. Stickler, Assistant Timekeeper would like to ask Miss Kathleen Connors of the "Union Street News" just what her duties are as drawback on the foot-ball team. "Stick" says he played foot-ball four years but he didn't know there was such a position as drawback. We wonder if perhaps he has not unknowingly played that part many times. He would however appreciate an answer from Miss Connors.

We have received notice of the birth of a daughter—Marilyn Gray, on October 12th to Mr. and Mrs. L. M. Guenther of Marquoketa, Iowa. "Fritz" was formerly Assistant Division Accountant in the Superintendent's office and his many friends here wish to extend congratulations.

News of Muscatine, Iowa find several of our employes on vacations. R. E. Cullen, Car Clerk

returned to work October 20th after spending a week visiting his brother in Denver. Claim Clerk Harry Hagerman attended the American Legion National Convention at Omaha, October 5th to 9th. Nuff said about that. Raymond Pryor, Expense Clerk, spent Sunday November 1st visiting friends in St. Joseph, Mo.

Sympathy is extended to J. T. Clark, General Car Foreman at Coburg, in the recent death of his daughter.

When train 67 was pulling out of Rutledge October 23rd, section foreman O. Sward discovered brake beam down on a car and brought this to the attention of the crew which no doubt prevented an accident as the brake beam was found dragging on the rail when the train was brought to a stop.

Our Agent E. Furguson at Muscatine attended the Midwest Regional Advisory Board Meeting held in Des Moines October 21st and 22nd.

C. G. Ryan, freight house foreman, son Glenroy, truckman Eddie VanDyke and Jacob Behrens of Muscatine, were in Kansas City Sunday October 17th taking in the sights of the town.

A radio was installed at the Club Rooms of the Milwaukee Railway Women's Club at Ottumwa Junction, for the debate Friday night October 30th, which was broadcast from station W. L. S. Chicago, with President Mr. H. E. Byram the first speaker on the affirmative side of the debate. Open house was kept for the Milwaukee employes, men and women, and their families. Many of our people listened in, and enjoyed this, especially so the ladies who were bound for the general meeting in Chicago. After the debate we were able to get several good orchestras and dancing was enjoyed until it was time for the ladies to catch the "Limited" for Chicago.

Roadmaster F. M. Barnoske spent a few days the first part of November at Montivedeo looking after his farm at that place. Section Foreman R. F. Scott is acting as Roadmaster during Mr. Barnoske's absence.

Car Foreman L. B. Faltynski has been transferred to Sioux City where he has assumed duties as General Car Foreman. We feel this is indeed a loss to the Kansas City Division, but we wish him well. O. Westberg comes to Ottumwa to take Mr. Faltynski's place.

Miss D. Oden of Chicago, Ill., Supervisor of Women's Service of the C. B. & Q. Railroad Company, visited the Club House of the Ottumwa Chapter of the Women's Club, recently. She was very much interested in the work done by the Clubs on the Milwaukee system. We wish Miss Oden might have seen the gathering at the general meeting in Chicago October 31st. It was indeed an inspiration.

A Staff Meeting attended by the various division officers was held at Ottumwa Junction November 10th to discuss the better handling of time freight trains and other matters pertaining to the operation of the division.

D. L. Carbaugh, Signal Maintainer has been making frequent trips to Chicago.

G. Gordon, Motor Car Inspector spent several days on the Kansas City Division.

Agent H. F. Owens at Excelsior Springs has resumed work after an absence of several weeks.

Cupid has certainly been working overtime on the machinists within the past month or two. Although a little delinquent in our announcement, we take pleasure in reporting the marriages of machinists Harry Wendall, John Gavin and Joe Lewis. Congratulations boys! We wish you lots of luck and happiness.

Two new buildings are being constructed at William Jewell College, Liberty Missouri, the

contract for the same being given to a certain Chillicothe firm. Operator C. E. Pelky, of Liberty and C. C. Carnes, of Chillicothe, were influential in securing several carloads of business via our line from these people and on account of the service rendered, we have promise of more business.

### S. M. East R. G. E.

Once again the Christmas Season has crept upon us and the Correspondent wishes each and every reader a very Merry Xmas and a Happy and Prosperous New Year.

During the month of October two more good men went wrong. Garland Clark, Clerk at Albert Lea, took unto himself a wife and has gone to Seattle, Wash. on a honeymoon. Operator H. L. Olson of Lanesboro became a Benedict on Thursday, October 22nd. After a two weeks honeymoon in the Twin Cities and a trip through South Dakota, Mr. and Mrs. Olson returned to their home at Lanesboro.

Eleanor Moran is back to work in the Superintendent's Office after a three month's leave of absence. William Quinn, who was Acting Timekeeper during her absence, went to Milwaukee to accept a position in the Division Offices there.

J. D. Taylor, S. M. Division Policeman, has returned to the S. M. Division after a three weeks scouting trip on the River. Division. Understand Mr. Taylor is quite a hunter and furnished several families with wild game dinners since his return.

R. P. McGovern, Time Inspector, is spending a couple of weeks checking up the S. M. Division records. Mac is now a married man, and you should see how well he behaves while away from home.

The following persons attended the Minnesota-Iowa football game at Minneapolis on October 14th. Mr. and Mrs. V. L. Cullen, A. L. Piper, Herbert Norgorden and Ronald Everson.

Nick Smith has been after his assistants for some time, and finally got them rounded up long enough to get the windows in the division offices cleaned up. Come again some time, Nick.

Mrs. E. A. Meyer, Mrs. H. J. Heck and Mrs. S. D. Smith attended the annual meeting of the Women's Club members at Chicago on October 31st.

Division Accountant Piper spent Thanksgiving Day at the home of his parents in Sioux City, Ia. Haven't heard where Gaskill spent the day—but most likely it was in Mankato.

### R. & S. W. Division Lillian L.

Dispatcher G. H. Lane is back in the Beloit office after a leave of absence of several months, during which time he was at Deer Lodge. Hence the worried look in J. L. B's eye. He probably is thinking about having the chairs reinforced.

There is no question but what the passenger trains on the R. & S. W. will leave the station on time as understand the Superintendent is chasing them out of town, particularly at Burlington.

Things seem natural once more with Frank Losey back on the job at Freeport. The old pipe smells about the same, only a little stronger.

Roscoe Askey, Ticket Clerk at Freeport, left November 8th for St. Petersburg, Fla., where he will attend the convention of the Association of Ticket Agents held in that city. Before returning he will visit Havana, Cuba, and you may form your opinion about that trip to Havana.

The W. T. Rawleigh Glass Co., Freeport, is building a large glass bottle manufacturing plant on our line where the old Rawleigh-Schryer plant was located a few years ago. This plant will supply bottles for the W. T. Rawleigh Co., both at the local plant and for all the several branches of this Company. They expect to send out several carloads of bottles each week, which adds another to the many prosperous manufacturing concerns located on the Milwaukee at Freeport.

Leonard Lightfield is seen frequently speeding out on the west side in his new Essex.

The October issue of the Employees Magazine with the Beloit writeup is in great demand. Calls are coming in daily from the different manufacturing concerns and received a request from the Trustees of the Beloit College for fifteen or twenty copies, offering to reimburse us for the same.

Mel Howe is the only one who seems to be able to figure out the distance between "Corliss" and "Sturtevant."

Our sympathy is extended to Mrs. Chris Hanson in the loss of her mother, who passed away at her home in Milwaukee on October 14th.

Superintendent Devlin spent two weeks duck hunting at Waubay, S. D. He's fond of ducks.

Marvin Brick and his lady attended at party at the Rockford Country Club, October 30th.

All apologies to the golden haired angel at Savanna for accusing her of being at Beloit. We have the police department on the trail of the imposter and expect to run her down before long.

General Car Foreman Linehan was a Beloit visitor November 4th.

Chief Dispatcher Pietsch spent the week end at Minneapolis recently with his son Harold and wife.

Bert McCormic is terribly worried about the red haired girl who persists in following him down Grand Ave., Milwaukee. Perhaps you may be able to get him to tell you all about it, although he is very MODEST when it comes to talking about his own affairs.

When it got pretty well along toward noon and Lloyd Rummelshagen had not shown up for work the Chief Clerk started to find out whether he was dead or sleeping. On calling the place where he roomed he was informed that Lloyd had gone to a wedding. Lloyd turned up the next day with a fanciful tale about whose wedding he had attended, but he has not been able to convince any of us as yet that it was not his own.

A letter was received at this office from Miss Carrie Forge, who has been seriously ill, stating that she is improving. We are all glad to get the good news.

When the Beloit ladies attended the luncheon at Chicago, Engineer Snively went right along with them. When asked why he was going he said that it took him so long to land his wife that he was not going to take any chances on losing her. However, I think the real reason was that she made him go along as she could not trust him out of her sight.

A Football special was run from Beloit to Appleton November 14th, consisting of one dynamo baggage car with floor suitable for dancing, four large first class coaches, one dining car and one Olympian Observation car. Trainmaster Connors and Master Mechanic Hughes rode the train.

Felix Raue and Marvin Brick attended the football game at Appleton November 14th.

### Des Moines Division Items Frenchy

Condr. O. L. Appleby has returned from a hunting trip in Missouri. Rumor is that he

brought back a carload of ducks, quail, squirrel and rabbits as the result of his trip.

We regret to announce the death on November 12th of the father of agent D. H. Houghtaling at Webb. He has the sympathy of friends on the division.

Clerk H. H. Jacobs accompanied by his mother took in the Sousa band concert in Des Moines night of November 13th.

Condr. John Cunningham is laid up with a broken ankle.

We regret to announce the death on October 15th of Conductor John S. Flynn. Conductor Flynn was instantly killed while doing some switching in Madrid Yard. Every one on the division, or in fact on the railroad, who knew Mr. Flynn, will miss his pleasant smile and jolly manner. We do not know of any one on the line who will be more generally missed than "Jack" Flynn as his friends called him. Mrs. Flynn has the sympathy of the entire division in her great loss.

Brakeman L. A. Miller is sick with the chickenpox. We supposed Mr. Miller was beyond having such childish complaints.

Mrs. H. Berman was in Des Moines during October on a shopping trip.

Miss Jean Dallas returned recently from a trip to Los Angeles. She reported a fine time, except that her mother has been ill for some time and is not improving as fast as her family and friends would like to see her do.

Mrs. E. W. Webb has returned from a visit with her people at Cumberland, Md. Mr. Webb spent a few days there returning with Mrs. Webb and the children.

W. F. Keeffe spent a few days in Des Moines during October.

Mrs. Geo. Williams and son Bernard spent a few days visiting friends in Ft. Dodge recently.

Traveling Inspectors Watters and Anderson spent a few days on the division recently checking time.

Mrs. Joe Pope and baby daughter visited her parents in Marcus recently.

### Milwaukee Shops

H. W. G.

October and November weather has set the record for 80 years.

On the passing away of our former president, Mr. A. J. Earling, the old Milwaukee Road has lost a most esteemed official who came up from the ranks 60 years ago. The funeral was largely attended by officials and employes from all ranks of the service, the floral offerings were profuse. Vice President Dawes attended the services.

This event brings nearly to a close those of the old guard, only a very few now remaining. 40 years ago there passed away, Jno. C. Gault, H. C. Atkins, S. S. Merrill, Alexander Mitchell, L. B. Rock, a little later J. T. Clark, E. Fairbairn, Jno. Baillie, later Roswell Miller, J. N. Barr, Jno. Taylor, J. O. Pattee, Jno. C. Fox and a few others whose names are not just in mind, to say nothing of the host of Veteran Employes.

Mr. Fred Lemke, Milwaukee Road Veteran of over 50 years, died Oct. 26th. at the home of his daughter, Mr. Walso, No. 83 Clark St. Mr. Lemke was a bolt cutter at the Milw. Shops up to 5 years ago when he retired with appropriate honors and a rousing testimonial from his co-workers. Mr. Lemke started in with the road way back in 1866, the writer remembers him down in the old shops on Fowler street, running the bolt cutter, and using T. S. Davis' horse and buggy to take Mr. Fairbairn

to and from his home when recovering from a frozen foot from exposure during a wreck clean up.

Oct. 30th it was "13 deg. above."

Engine 6157 run thru from Chicago to Milwaukee hauling the Olympian. Mr. J. E. Bjorkholm went thru with the engine.

The Lima locomotive "1" hauled the Pioneer Limited from Chicago to Minneapolis, returning on the Pioneer.

The Misses Hayward and Brown from Bedford were thru the shops Nov. 1st. including breaking into the photo dept. surprising the operator. Come again girls.

We have been photographing up Western Avenue, Galewood, Bensenville, and next to Union Street Ft. Dept.

The much needed crushed stone roadway around the plant is just the thing for the heavy trucking up out of the mud, and better footing for foot passengers.

### Twin City Terminals

Mac

Again the Merry Christmas time draws near, so let us welcome our old friend Santa Claus with truest Christmas spirit. Casting aside all worries and entering into the happy activities and pleasures of the season. Think too of the poor and endeavor to share some of the prosperity and happiness that is being enjoyed by the most of us and you will be convinced that "it is more cheerful to give than receive."

We wish all our readers "A Merry Christmas and a Happy New Year."

The auditors, Mr. Good, Hultman, Brown Kovnich, Cameron and Gray are paying the local freight office another visit this year. They seem to make this station during duck hunting season. You can't blame them, Minnesota is a great state for ducks, but they should plan to be here for deer season, this is the state for 'Deers.'

The largest assembly of people on record gathered to witness the Armistice Celebration Wednesday evening, Nov. 11th in Minneapolis. The parade was a big success and the spectators showed their appreciation of their efforts by vowing it in a quiet and serious way realizing more each year the cost of victory. The boys of the local freight office, who were in the service were given permission to get off duty at 2 P. M.

Miss Dorothy Thorne, local freight office visited her parents at Cresco, Ia. last month.

Archie Benolkin took in the Home Coming Celebration held at Faribault on Nov. 7th.

We wish to announce for the benefit of every one in general, that Fay Lamphier of California, winner of the 1925 National Beauty Pageant at Atlantic City, N. J., pronounced as one of America's most beautiful women, that her hair is not bobbed strange as it may seem.

John Spillane was on the sick list for a short time. He is now back on the job, fully recovered.

Mr. W. G. Powrie in the Engineering Dept. took unto himself a wife a short time ago. That is all we can learn at the present time. Congratulations.

Dist. Engineer Daniels doesn't believe in signs or semaphores, as a result he tried to occupy the same space with his Ford that was already occupied by a Buick. The damages are all settled.

Some changes have been made in the Engineering Department. Carl Berg, Bill Lundquist and Dinty Olson were recently transferred to the Assistant Chief Engineering office at Chicago, and have been succeeded by Harry Lawrence, Spray Quenberg and A. E. LaBonte.

Miss Ethel McFarland of the Legal Department and Mr. Orville Sherlock were united in marriage October 24th. They are making their home in St. Paul. Congratulations.

Miss Helen McHale is filling the position made vacant by Miss McFarland.

Glenn Montrose now numbers among the traffic employes having commenced his duties October 15th.

On Friday evening, October 23rd, the Milwaukee Division of the Railway Business men's Association of the Twin Cities entertained the members of all Divisions at their second travel party in the Traffic Club Rooms, Hotel Nichollet. "Pep" was in evidence everywhere while the guests traveled from Chicago to Tacoma on the Olympian. First prize was won by Miss Clara Christopherson of the Milwaukee Store Department, and consolation prize by Miss Murphy of the Commercial Freight Office.

Walter Hagen is busting the buttons off his vest just because he is the father of the best boy in the world. How do we know he's the best? Why, because Walter says so, that's all.

### "Slim" Hunting and a Slim Hunt

Yes sir, I claim it is a shame  
For big tall men to hunt small game.  
And shoot at birds while on the "set"  
Is 'most as bad as men can get.  
I heard that Brush rode in a car,  
(In fact it was Jack Allen's Star)  
To hunt some grouse and kill a few  
And get a bit of fried grouse too  
They came upon a little flock,  
Brush grabs his shot gun by its stock,  
Steps from the car, takes careful aim,  
And gangs away at "setting" game.  
Three times he shot, then three times more,  
The grouse flew off, and Brush was sore  
For not one feather on the lot,  
Was even ruffled by his shot.

### Notes from the Traffic Department, Local Office and Docks, Tacoma

It is with sincere regret that we record the death, after a brief illness, of Frank L. Truesdale, Assistant Yardmaster at Tacoma, on October 9th. Mr. Truesdale had been a resident of Tacoma for thirty-five years and reached an age of 65 years. He is survived by his widow, Mrs. Mary Truesdale, a son, Clare, living at Portland, Oregon, three daughters, Mrs. Mabel Thompson and Mrs. Mildred Parr of Tacoma and Mrs. Eva Gilmour of Ellensburg also two sisters, Jeanette and Catherine both of Oakland, California.

Mr. Truesdale was greatly esteemed by all who knew him and the profound sympathy of many friends goes out to the sorrowing family.

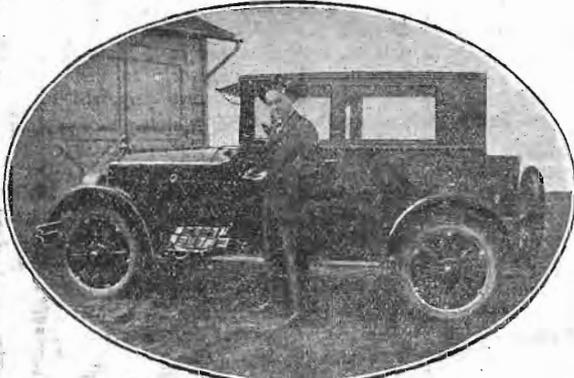
During Mr. Truesdale's illness, Messrs. Montague and Mel Kongsli relieved on his trick at the yard, and Mr. Montague is still acting as Assistant Yardmaster pending definite appointment of a successor.

Sorrow and joy are next door neighbors in the Milwaukee family as elsewhere. We take pleasure in announcing that Billy Alleman of our Local Freight House force, reports the arrival of a brand new baby boy at his house on October 19th, thus making our genial Agent, Mr. F. J. Alleman, more than ever a grandfather. Mother and child are doing well and Billy is bearing his parental responsibilities with becoming dignity. We offer our congratulations.

Ray Powels, our tall and handsome Claim Clerk, accompanied by Mrs. Powels and the baby, left on a vacation trip to his old home at Los Angeles on October 17th. We feel sure they will have a good time in the sunny Southland but will be glad to get back to the moister climate of puget sound. Ray will endeavor to

# Smart Gifts for Christmas---For All Milwaukee Employes

## TRUE TALES OF SUCCESS—No. 19 of a Series—



Jewett Car and Garage for less than 6 months' spare time work selling Guaranteed Leather Goods with owner's name in 23K gold free—you can do the same.

H. F. SEAYER, Alliance, Ohio—in the cab for 25 years—answered the same kind of a coupon as you see at the bottom of this page. Now he is our Ohio Field Manager. One of the few successes he chalked up was to make himself a car and garage on spare time work in the beginning.

**POSITIONS AS STATE FIELD MANAGERS.** We still have a few positions open as field managers. These are given to REGULAR AGENTS who prove themselves worthy through good work. Rush your inquiry for free particulars. Mark coupon below. Get your sample and outfit and get started taking orders to get in line for promotion to field manager. If you want to do like Brother Seaver get busy at once. You are losing money by waiting.

### GUARANTEED GENUINE LEATHER Bill Fold, Card Case, Coin Purse



**Your Name Free**  
In 23-K Gold 30c. any (City 30c. Street No. 30c. any Emblem 40c. extra). This attractive engraving gives the pocket-book an exceptional rich and handsome appearance. Alone is worth \$1.50 of anybody's money. An ideal gift with your friend's name engraved here.

The "American Bankroll," 1926 model. Beautifully made of Genuine, Soft, Mahogany Calfskin. Strongly stitched, neatest and most convenient pocket-book you ever saw. 3x4 1/2 in. closed. Contains 48-page memo-diary full of useful information, and has separate pockets for coins, bills, cards, checkbook and photo or pass card (under transparent celluloid face). You couldn't buy this anywhere else for less than \$5.00. A wonderful bargain at our special price of ONLY \$2.48 for Birthday or Christmas gifts.

## Send No Money!

Don't send us a penny in advance! (Unless you object to C. O. D.) Just send the coupon and tell us what you wish engraved on the pocket-book! Then when you actually receive it, simply pay the postman our remarkably low price of \$2.48 (plus extra charges as shown if you want address, etc.). If you don't think this is the best buy you ever made, return it to us and we will refund your money at once, including postage. We have been selling these pocket-books nearly 20 years. You take no risk.

If no Salesman or Dealer in your city, order direct from us. **AGENTS and SALES PEOPLE** find it pleasant and profitable to show our fast selling line—part or full time work. Ask for full particulars with your sample order.

U.S. Leather Goods Co. 560-570 West Monroe St. Dept. 411-C, Chicago, Ill.

U.S. LEATHER GOODS CO., 560-570 W. Monroe St., Dept. 411-C Chicago, Ill.

Send me your Genuine Leather "American Bankroll" 1926 model pocket-book. When it arrives I will pay the postman your special price of \$2.48, plus extras I have checked below. If I am not more than satisfied, I will return the pocket-book and you will refund my money, including postage, as you have GUARANTEED for nearly 20 years. Also send me your free folder, listing many BARGAINS in Guaranteed Leather.

Name ..... (Engraved) FREE  
 St. No. ....  30c Extra  
 City ..... State .....  30c Extra  
 Emblem .....  40c Extra  
 Send me your special Agency Proposition  Be sure to check engraving you wish in addition to the name.

avoid getting cinders into his eyes on this trip.

Fred Rehbock, General Yardmaster, and Mrs. Rehbock returned on October 10th from Cedar Falls, Iowa, where they had been called by the serious illness of Mr. Rehbock's father.

On October 27th, Mr. A. D. Finnegan, Agent at Kilbourn, Wisconsin and Mrs. Finnegan, both on a vacation trip to the coast, called on Superintendent Rossiter, an old friend, who in showing them the sights brought them to the Docks, accompanied also by Night Chief Dispatcher Whittenmore of the Coast Division, another old friend. The party inspected the Steamer Arizona Maru, then loading at Dock Two, and the big vessel was quite a novelty to Mr. and Mrs. Finnegan, who do not see them of that size on the Wisconsin River. Mr. Finnegan proved his nerve by braving the rats down in the shaft tunnels, but Mrs. Finnegan preferred to stay above decks. We were pleased to welcome the visitors from the old Badger State and trust they will come again.

Harry Slingerland of the Yard office went on a vacation on October 12th, but put in most of the time in useful labor around home, getting no farther than our neighboring village of Seattle as a vacation trip. Clarence Jones acted as his relief the larger part of the time. On October 26th it was Malcolm Wood's turn to go on a vacation, but we haven't heard as yet what he did in his leisure time. Clarence is relieving him in turn, and Oswald Thiele is serving as messenger while Clarence is otherwise employed.

Ray Hardwood of the Local Warehouse force recently had the misfortune to wreck his automobile while driving on the Mountain Road, some distance south of Tacoma. He had to turn out suddenly to avoid a threatening collision and his car climbed up a steep bank that seemed to him about twenty feet, with sufficient force to break off a tree on the way. Three wheels were broken off and the car was otherwise so badly wrecked that Ray has since bought a new one, but as by a miracle none of the occupants were injured in any way. We congratulate Ray and his family on their narrow escape.

### River Division M. M.

It is nice to be missed—I am glad that you missed the items last month so with a little co-operation from some of you newsy folks you can hear from the River Division every month. Now for instance that nice bunch of conductors on the River Division. I never hear from them. It is always about their nice courteous treatment to passengers.

The I. and M. Division crew have been at Wabasha taking their share of the mileage on the Wab and I. and M. Division. Engr. G. Talmadge and Fireman Jones were here taking care of this run. For a long time I couldn't figure out why it was that G. Talmadge made his weekly Sunday visits at Minneapolis. First I assumed it was the lovely city that attracted him there but later I have found out differently.

Conductor W. W. Conley has resumed work after his vacation. It seems mighty good to have Mr. Conley back on the division again with his genial disposition and courteous manner.

Mr. John Fleming, foreman at Wabasha, spent Nov. 13th at Minneapolis at the Car Foreman's meeting. Upon his return Mr. Fleming was very enthused about the information that he received at this meeting and immediately put it into practice. General Manager J. T. Gillick addressed the meeting in a very interesting manner as did other officials from Minneapolis and Chicago.

Roadmaster C. Carlson has been a very busy man the past few months. The work of laying the steel on the River Division has almost been completed and the extra gang will disperse for the coming season. A tremendous amount of work has been accomplished on the River Division the past season and Mr. Carlson deserves credit for the excellent condition.

Supt. L. T. Johnston and Mr. Sinclair made a trip of inspection over the division in Mr. Johnston's car the past month.

Before the next issue of the magazine is before its readers the holiday season will be upon us. Of course it would be well to give admonitions but then if one keeps in mind the Safety First Rules you might be able to survive the shopping days. But to each and all and the editor of the Magazine the merriest of Christmases and the best of everything that

Through the courtesy of Agent Reese at the forthcoming year can afford.

Hastings, we have been able to secure some very interesting data concerning the remarkable and interesting career of the late Veteran Conductor Samuel Burbank, who passed away at his home at Hastings Sept. 14th and thereby depriving the company of the services of one of its oldest and most trusted conductors.

Mr. Burbank had suffered for a considerable time with failing health although it was only recently that his condition was considered hopeless. Until last August he performed his duties as conductor on the H. and D. Division, but ill health compelled him to resign, having given fifty years of his service in this capacity.

By reason of his long and faithful service he enjoyed the acquaintanceship of a host of railroad officials and employes throughout the state and was held in high esteem. He was born at Orono, Maine, on April 8th, 1850, moving to Minnesota in 1868 and immediately entering into railroad work. He was a member of the Veterans' Association and the Pioneer Association. Funeral services were held from the home at Hastings and the body was taken to Austin where interment was conducted under the direction of the Masonic order of that city.

During the history of the River Division there has never been such an unusual amount of heavy business. The power is in first class shape and gives a very presentable appearance. Through the efforts of our master mechanic, Mr. John Turney, the power is well maintained.

Store-keeper G. T. Richards and Asst. S. J. O'Gar made an inspection at Wabasha and also attended the Safety First meeting which was held at that place. The meeting was conducted by Safety First Inspector and was very well attended.

Was very much surprised to see Operator Maloney at the switchboard this morning in the place of regular operator H. D. Witte as Mr. Witte is taking a vacation. I presume that he is out counting the ducks after visiting his parents at Minneapolis.

### Iowa (East) Division and Calmer Line J. T. Raymond

Agent J. L. Coffey at Cedar Rapids has sufficiently recovered so as to be able to be out occasionally and expects to gradually improve. This is gratifying news to this fine gentleman's many friends.

Operator L. E. Brown and family of Maquoketa have gone to Florida for the winter and Bruce DeVoe will be relief operator at Maquoketa until Mr. Brown returns.

Agent G. L. Ireland was away on a brief vacation. F. E. Sorg relieved him.

Conductor Tom Freeman of Savanna has returned from a six weeks visit to the Pacific coast. W. D. Shank was on the run during Tom's absence.

Operator Bert Campbell returned from hospital at Chicago and resumed work, but several days afterwards was taken suddenly ill and had to be brought home. He has resumed work again and believes he is wound up so as to run 20 years more without further interruption.

On October 21st, occurred the marriage of Miss Blanche McGuire, daughter of Mr. and Mrs. Edward McGuire and Harold Mullaley of Marion, Iowa. A wedding dinner was served at the home of the bride's parents afterwards Mr. and Mrs. Mullaley left for a three weeks wedding trip to Salt Lake and Seattle. On their return they will reside at Marion.

Mrs. Mullaley was graduated from the Cedar Rapids Business College and for several years has been employed in the Divn. Storekeepers office at Marion. Mr. Mullaley is a machinist employed at Atkins. These young people are popular among a large circle of friends. We extend our congratulations and best wishes for success and happiness.

Operator R. L. Merrill of Marion is off for several days account sustaining a sprain caused by a fall.

Engr. John Cain has been laid up for some time, seriously ill account operated on for gall stones. He is reported improving at the time these items are being written Nov. 14th.

Mr. and Mrs. George Leaf of Marion were called to Rochester, Minn. because of the death of Mr. Leaf's father. Funeral services were held Nov. 5th at New Brighton, Minn. Mr. and Mrs. Leaf have the sympathy of many friends on the division in their sorrow.

Michael Strutzel 19 year old lad of Delmar has received an appointment as wireless operator for a Cleveland, Ohio corporation, the largest commercial wireless station operating in the U. S. About 3 years ago Mike began studying radio, working as a section hand to earn money in order to pursue his studies. Some time ago an examination was held in Cedar Rapids for wireless operators, Mike and 23 others took this examination, Mike being the only one to make a record of 100, Mike was a son of section man Strutzel of Delmar, who was killed by No. 20 several years ago.

Mr and Mrs. J. H. Winsor who are now residing at Pasadena, Calif. visited in Clinton, Iowa during October returning to Pasadena early in November.

Condr. W. L. Hyde of Davenport was off for several days in Oct. Just taking it easy.

Born to Mr. and Mrs. Earl Huston of Morley, a girl, Sept 15th. Congratulations.

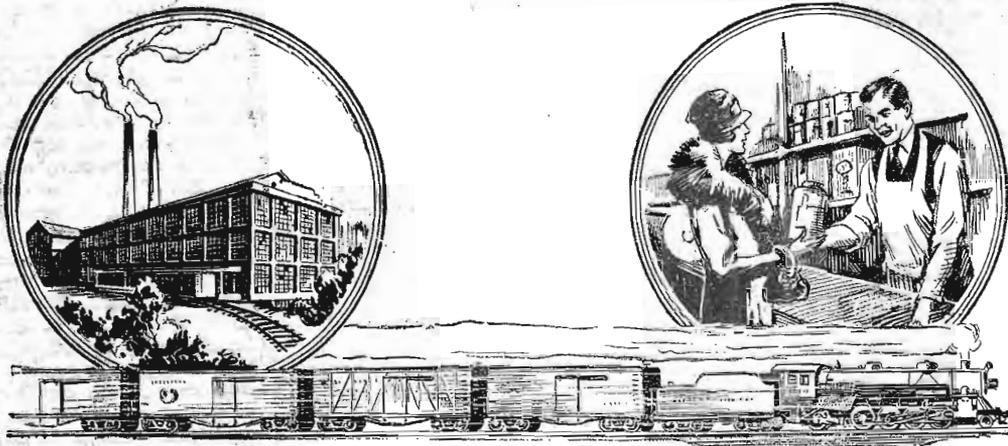
Engr. W. I. Priest of Savanna has resumed work. He was off several weeks account having two of his fingers badly injured.

R. Lee Taylor of Marion was away several days visiting with his sister Mrs. Allen Pratt of Erie, Ill. who has been ill.

Mrs. R. E. Sizer of Montivido, Minn. was the guest for several days of Mrs. Martin J. Flanigan and Mrs. Charles LeRoy of Marion, she was also the guest at the number of social events given in her honor.

Mrs. F. B. Cornelius of Marion has gone to Seattle, Washington for an extended visit with her daughter Mrs. William Bloch.

A delegation of thirty five Marion ladies including Mrs. Martin J. Flanigan President of the Marion Club, attended the luncheon and general meeting of the Milwaukee Woman's Club at the Sherman Hotel, Chicago Oct. 31st. Those attending were unanimous in their praise



# SPEEDING SHIPMENTS

*Faster shipments  
have changed the buying habits of the country*

SHIPPERS demand service  
unthought of a few years ago.

The railroad that gives it gets  
the business.

But the speeding of traffic has  
brought new responsibilities to  
lubrication that not all lubri-  
cants are prepared to meet.

Long runs and higher speeds  
are stressing lubricants as  
never before.

For reliability of traffic move-  
ment take no chances on any-

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Galena Lubricants are built to  
specifications that insure the  
proper lubricants for each  
service.

The result is dependable lubri-  
cation which means safe, sound  
and certain traffic movement.

**GALENA-SIGNAL OIL CO.**

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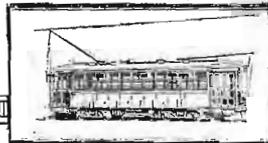
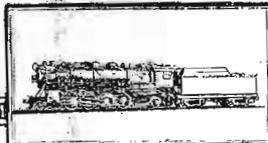
Chicago

*and offices in principal cities*

# GALENA LUBRICANTS



*for transportation service*



of the excellent program given at the meeting and of the fine spirit of sociability. A very pleasant time was had by all.

Born Sunday Oct. 25th to Mr. and Mrs. Fred Sprague, a son, Harry Glenn, Congratulations.

Chas. LeRoy and Harry Murphey attended the Iowa-Minnesota football game at Minneapolis Nov. 14th.

Train Baggage man M. D. Smith was off a week account ill with Chickenpox.

Brakeman B. S. Holmes and Baggage man Walter Willett have gone to Florida for the winter.

Baggage man J. P. Cronemiller was off several weeks account sickness.

The news of the death of Mr. A. J. Earling was received with the deepest regret by the employes in this locality, especially the older employes, nearly every one of whom could tell of some personal kindness extended them by Mr. Earling as he served in his various capacities during his long career on this railroad.

### C. and M. Division Notes

*Eleanor*

Elmer Anderson, our former chief time-keeper, has been assigned to other duties. He was appointed traveling time inspector of the Southern District. We were all glad to see Andy better himself but at the same time, very sorry to see him leave, as he was well liked by both the office force and the road men. I am sure that he has the best wishes of all the C. and M. Division in his new job. His position was filled by Norman Bennett, former bill and voucher clerk.

Our old friend, Mr. Bannon, has been quite ill for several weeks but last reports were very encouraging. He is up and around and on the road to recovery, and in fact, has promised to see us all at the Club Woman's dance, November 20th, so we are all saving a dance for him.

Wood, our chief dispatcher, is getting all lined up for the winter. He has just invested in a new Nash sedan with all the trimmings. Yes, even the elephant skin coat. He's been testing it by making some of the rough roads around Bay View and claims it is holding up fine. Pretty good test, isn't it, Cathie?

We were very sorry to hear of the death of Baggage man Harry Krause, who died the latter part of October. Mr. Krause was ill for several months but we did not expect his death. His family have the sincere sympathy of the entire division in their bereavement.

We are very sorry to report the death of Mike Gloven, former conductor on the C. and M. Division, who passed away November 5th after quite a long siege. I am sure his family have the sincere sympathy of every one on the division, as he had many friends.

Our C. and M. dispatcher, Mr. Babcock, is back on the job after his trip to Florida and sure looks fine. We were all glad to see Bab again as we were afraid he was going to fall for the climate at Florida and remain down there. However, he returned and brought our first snowstorm with him. Not so good, Bab.

I hear Engineer A. J. Ivens deserted his Indian friends and is back again where they are tamer. Better drop in, A. J. and tell us some of your experiences.

Mary Hickey went off on her vacation without giving a report of her plans. Looks mighty suspicious, Mary. How and where was it spent?

Nancy Campbell just returned from her vacation which she spent at Hannibal, Mo. She claims she did not have time to properly make the town and see all the sights. I wonder just how she can account for that.

Conductor Bill Cottrell has been laid up for heavy repairs. He underwent an operation and

was quite ill, but last reports say he is getting along fine. Best wishes for a speedy recovery, Mr. Cottrell, as we miss you.

Conductor J. M. Calligan's little daughter underwent an operation for appendicitis and we hear she is doing nicely now. Glad to hear it, Jim.

Baggage man B. Kroenke just returned from a hunting trip in the wilds of the North. He reported a very successful trip, and lots of squirrels.

Brakeman E. Holtz is looking for a secretary, rumor has it. Better put in your applications, girls, but you must be competent, in order to qualify, as Emil's correspondence is getting quite heavy, and is unusually intricate.

### S. M. West Notes

*Ray H. Hoffman*

Curtis McIntire, Section laborer, at Winfred, So. Dak., for the past three years was married on Oct. 9th. We extend our best wishes to the young couple.

John Broderick with headquarters at Milwaukee, Wis., assisted Lineman Joe Ashenbrucker, for a few days, changing the wires for the Train Dispatchers new office at Madison.

Mrs. William Torbett, wife of Conductor Wm. Torbett, returned to her home at Austin, after a short visit with her sister, Mrs. Ordella Boutiler, and her Mother, at Madison.

Dave McCabe, Station Agent, at Vilas, S. D. for many years, was accidentally killed Sunday evening Oct. 18th. He was on his way home when he was hit by a car coming from Howard, in front of the garage located on State Highway No. 34. "Dave" was a pleasant man, never having any trouble with anybody and will be greatly missed by all who knew him. He made his home with his mother, to whom we extend the sympathy of the S. M. West in the loss of her son.

Agent Ira Seward of Junius, is quite proud of the fine new office desk he made for himself. Ira is an expert cabinet maker, and his workmanship must be seen to be appreciated. However what we are wondering about, is how did he get the desk out of the bunk car and into the depot, after he finished it. We understand the bunk car door was by far too small.

Geo. Turner, Agent at Fulda, Minn., attended the funeral of Agent Dave McCabe at Vilas recently. Mr. Turner represented the Brotherhood of Railroad Telegraphers.

Conductor Dan Lawler took a few days lay off, in order to enjoy some of the Chinese Pheasant hunting, and at the same time visit his son Joe at Woonsocket.

Geo. Leiser; Agent at Iona Lake, has returned from a short vacation and was relieved while away by Edw. Lucas of Howard.

Operator "Chief" Bender of Wessington Springs, has been appointed Agent at Vilas, S. D., succeeding Agent Dave McCabe, deceased John Theophilus of Howard, has been acting as relief Agent at Vilas up to date. Mr. Bender is a fine young man and we are glad to hear of his promotion.

Mr. and Mrs. Ira Seward of Junius attended the marriage of their daughter, Miss Dorothy Seward to Lester Rumrill on the evening of Nov. 2nd. at Madison, S. D.

The Dispatchers and Roadmasters Offices at Madison are now located in the space formerly occupied by the Lunch Room in the Passenger Station. This makes an ideal place for these offices and the Dispatchers and Roadmasters are well pleased with their new quarters.

Engine 2383 which is of the G-6 type and runs out of Madison, has been dressed up with one of the plates bearing the wording "Chicago Milwaukee and St. Paul Ry, To Puget Sound Electrified." This plate is attached directly under the number plate at the head of the en-

gine and presents a very neat appearance. The colors are in Red, White and Black.

Round house Foreman, H. L. McCaughey of Madison, took a short trip to his former home at Sioux City, recently, and was relieved by Gus Erickson, Head Boilermaker.

Martin Mathison, Yardmaster at Madison, has traded his Ford for a Dodge Touring Car. Martin says the Dodge has them all beat.

Section Foreman, Halver Severson, has taken a two weeks vacation, which he is spending in the Black Hills, deer hunting. "Halver" is a very good hunter, being an expert marksman, and we believe he will get a deer, if the weather is favorable. There should be some snow on the ground for good deer hunting.

Roy E. Wood, of Austin has been appointed Chief Dispatcher at Madison, S. D., effective Nov. 1st., succeeding A. J. Starks who has been transferred to Austin. Mr. Wood has been Dispatcher in the Austin office for about ten years, and worked for a number of years in the Dispatchers office, at Madison, before going to Austin. He is an energetic young man, well acquainted at Madison, and on the S. M. West, and we congratulate him on his promotion and welcome him to the "S. M. West."

The Chinese Pheasant hunting in So. Dakota this year was the best yet, thousands of hunters took to the field, (mostly corn fields) and bagged their limit of birds. Only the cock birds may be shot, and the limit is three birds per day. Some counties had an open season of about two weeks, while others only had 3 or 4 days. Nearly all the "boys" on the S. M. West enjoyed a day or two of hunting. Those who could not get away from work for a whole day, would go early in the morning, or in the evening after working hours.

Over 20,000 shipping tags, were sold by the State Game and Fish Dept. and the birds were shipped to all parts of the United States, hundreds of them being shipped out of the Madison Express Office Station alone, Artesian, Woonsocket, Wessington Springs, and a number of stations on the Madison and Bristol line also report large shipments.

### "M. C. B. Gossip"

*"Lee"*

Merry Christmas and a Happy New Year, May 1926 be filled with the best of good cheer May all your troubles Prove to be bubbles,

And Happiness and Good Health be your overseer

Carl Jaeger is very enthusiastic about his radio. He can get Pittsburgh, Cleveland and Dallas, Texas. We're very glad to hear he has such success with his radio, but hardly think he has anything on the office for scarcely a morning passes but we all get "Chill".

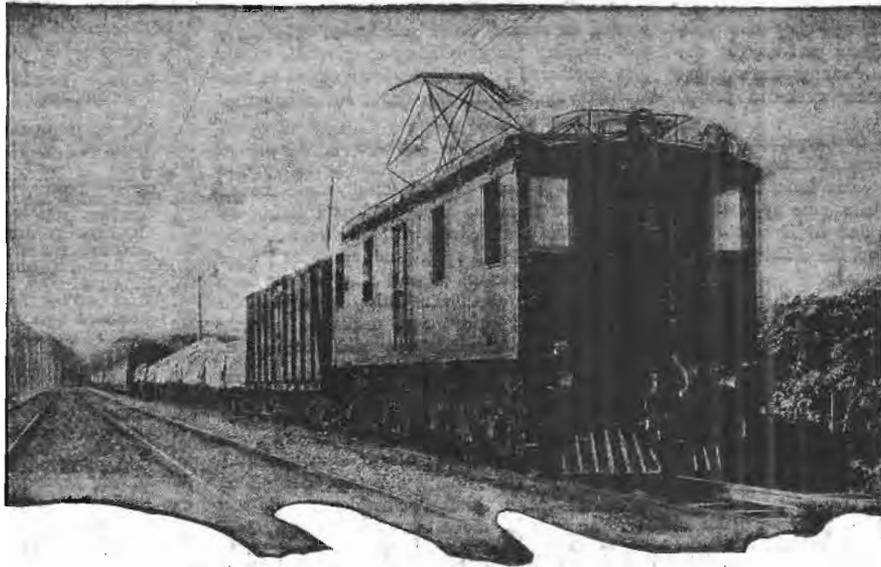
The newspapers predicted an Indian Summer after the cold spell we had, but the only sign of an Indian Summer we have noticed is that Jerry Rosar, Alvin Barndt, Helen Horan, Edith Hamman, and Bernice Kruse have been whooping like Indians.

Emma Wagner sprung a great surprise on the office. Five minutes before leaving on what we all thought was going to be a leave of absence, she told us she was going to be married and live in Florida. Who said a woman can't keep a secret? Emma carried our best wishes for her future happiness, when she left.

Mrs. Gregory is the proud Grandmother of adorable twin grand-daughters. Do you wonder she looked happy this last week.

The horse shoe champions have deserted this barn yard sport now to play football with a baseball. It is a little more inconvenient than horse shoe but they manage to get just as hot and dirty, so they're happy.

Have you noticed John Daley "dolling up"



The Paulista Railway in Brazil started electrification with 27 miles of track, and 12 locomotives with G-E motors. So efficient did they prove that 35 more miles have been electrified, and the General Electric Company has furnished more locomotives and substation equipment.

## Everybody is saving money here

Coal is scarce and expensive in Brazil. The Paulista Railway electrified in part. It now reports that the cost of electric power is only one-fourth the cost of coal.



To lighten human labor, to shorten distance, and to save money—these are three important services of electricity. The General Electric Company makes the apparatus—big and little—by which electricity works, and places on it the monogram shown above.

What an object lesson for passengers, for freight shippers and for stockholders! How much money everybody could save by using electricity more freely to reduce costs!

# GENERAL ELECTRIC

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since the office was re-arranged and he has four young ladies sitting around him. We understand that since the Charleston craze has started, he is seen at the Wisconsin Roof very frequently, and although he hasn't won any contests, he shakes a wicked hoof.

Gertrude Haas and Lillian Skobis went to Chicago to see "The Student Prince" and recommend it to anyone who wants to see a really good show. While in Chicago they also visited the Chrysanthemum Show and as the day proved to be one of the few sunny ones we have had during November, their week-end proved to be a complete success.

Harriette Badger went to Saugatuck, Michigan, over a week-end, by way of Lake Michigan, but when she wanted to come back, the cutest little storm you ever did see came up, and the boat refused to sail back and so Harriette had to ride all the way around the Lake in a bus in order to get back home.

Arly Buetow shocked his co-workers severely by coming in three mornings in succession on time. He comes to work in the street car now so maybe that's the reason. What does the Ford think about it, though Arly?

Mr. H. S. Brautigam paid the office a flying visit, but he is always so welcome that a flying visit is better than none at all. We are certainly glad to hear he is making a success of his work in Pittsburgh.

Frederick Andrews gave Sheboygan Falls a treat when he came up there all dressed up in his Sunday clothes and swinging his classy camera and case over his shoulder. He took some pictures too which proved to be very good. Frederick is turning out to be a regular photographer.

We were surprised and pleased to hear that Herman Klatté, formerly of this office, has a little daughter. We understand that Edna and Herman think there is no little girl quite like Beverly Jane.

Mr. M. L. Hynes spent a few hours in Milwaukee on business, and we understand he will spend more time here in the future.

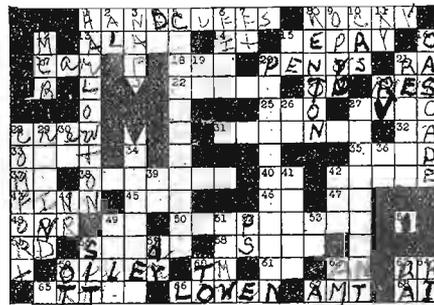
Our new members are Max Carlson, Irving Clause, and Arthur Wickman, and I think they know by this time that they are welcome.

### Bad Land Echoes

"Bill Mike"

Armitice Day has come and gone, Liberty bells have rung anon, Thanksgiving Day by now has passed and many fowls have pecked their last. But really now, will someone tell how many folks, joyous and well, gave thanks to Him, the King above for all the blessings of His love? Day after day, I've seen folks who claimed that they rowed their own canoe, that they were rich in worldly goods because saving they understood, that they were well just because when feeling ill they did not pause to call a doctor and take care to follow orders and forebear the things that they would like to do until the germs of ill withdrew. No thanks for Him, no thought, no praise, no word of thanks to Him they raise. Year in, year out they eat their fill and think not that 'tis by God's will that they are here enjoying life sheltered from worry, care and strife. Why wait until that bitter hour when riches have lost their power and death is knocking at the door to ask Him for a few hours more to know the Lord, and praise and pray to Him whose commands all obey? Why not give thanks to Him each day? To sing His praises why delay, until some certain time has come or some set day the pendulum of time swings to the day and hour, when words of praise on Him to shower? To set aside Thanksgiving Day, a day to worship and to pray, is mighty fine I will admit and surely does some benefit, but why wait till Thanksgiving Day to give the thanks that we

should say each day we live to let Him know, we prize the blessings He bestows. Les Croys' now have a brand new girl, to set some laddies' hearts awhirl. Bunting and Wellem's lost some cash by making bets that sure were rash. We wonder why Jim Taylor now has clipped his mustache anyhow. Some say he's studied up a bit on forestry as it is writ and reads that shrubs will thicker grow if pruned in season, don't you know. No more the drooping branches hang to give his words that smothered twang like winter winds in tree tops bare that whistle through the branches rare. Starbuck went home the other night expecting to be called all right. But anyway he missed his guess; his name's not mentioned by the Press. J. J. Long and his family have moved out on the farm we see. J. J. is building up his place the old sheds he will soon replace with new ones fine, all spick and span, and nice enough for any man. Frank Hardys now have left us too for the Twin Cities, to review the cities' life and cities' ways until the warmer summer days. A certain man did hunting go. No, nothing wrong 'bout that we know, but in his travels he drew near the home of one whom he holds dear. We wonder did he fear to meet (perhaps he was a bit discreet.) her family when thus alone? (she has brothers who are full grown.) The Hupmobile did then decline to go on, whether by design or accident we do not say, we have opinions anyway. George Gessinger came 'cross the dam, his bucket filled with bread and jam. Each morn he crosses on the plank that spans the dam from bank to bank. This morn the sun was shining bright, and George was feeling fine and right, when in the water 'neath the plank he saw a man quite tall and lank who had a bucket big and round and seemed to weigh at least ten pounds more than the one that George did own. At once he thought it is a shame for that small man to keep and claim so large a pail of things to eat when mine will fill him up complete. Then George drops down on hands and knees and says, "say, mister if you please, I'll take your pail and you take mine, then each will get along just fine." To which the man made no reply, then George grew angry and did try to grasp and hold the other's pail and let loose of his own pail's bail. The pail did sink as you must know, the man was George's own shadow. So for his dinner George must dive because he sought thus to deprive, his shadow of what seemed to be a larger meal than his, you see.



### CROSS WORD PUZZLE

By Mrs. C. D. Elliott, Aberdeen, S. D.

#### Horizontal

1. Bracelets used by shiff.
8. Mountains crossed by C. M. & St. P. Ry.
13. Town in Texas.
14. Pronoun.
15. Man's name.
17. One unit of a train.
18. Nothing.
20. American coin (plural).
21. Egyptian sun god.
22. A salute with guns.
23. Preposition.
24. Residence (abbr.).

25. Prefix "new."
27. French for "with."
28. Group of men who run the train.
31. Devises.
32. Period of time (abbr.).
33. To put out.
35. Germ.
37. A college degree (abbr.).
38. Town in Minnesota on S. M. Div.
40. Point of compass (abbr.).
42. Bishop's headdress.
43. Native of Finland.
45. Electrified particle.
46. Preposition.
47. Like.
48. Above (poetic form).
49. Preposition.
50. Able.
54. Personal pronoun.
55. Highway (abbr.).
56. Slip.
58. Anglo-Saxon slaves.
59. Man who lubricates the engine.
60. Trainmaster (abbr.).
61. Creditor (abbr.).
62. Indefinite article.
63. Railroad (abbr.).
65. Essence.
66. Kind of berths on C. M. & St. P. trains.
67. Amount (abbr.).
68. Three-toed sloth.

#### Vertical

1. Eastern terminal of electrified section.
2. Man's name, short form.
3. Short sleep.
4. Musical degree.
5. Result.
6. Embankment.
7. Linear measurement (abbr.).
8. Town on Coast Division.
9. Preposition.
10. Credits (abbr.).
11. Southern state (abbr.).
12. Rules governing repairs and equipment (abbr.).
15. Personal pronoun.
16. Mts. containing our longest tunnel.
19. Middle western state (abbr.).
20. An advantage offered on C. H. & St. P. trains.
21. Town in N. Dak. on T. M. Div.
24. Revised Version (abbr.).
26. East End (abbr.).
27. Helper.
28. Another advantage enjoyed by travelers on the C. M. & St. P.
29. Made like a ruby in color.
30. Suffix forming some plurals.
34. Famous mountain near western terminal.
36. French for "and."
39. A non-paying passenger.
41. Go in.
42. Genus homo.
44. North River (abbr.).
49. Spanish cooking vessel.
51. A reminder.
52. What ladies add to their letters.
53. Same as 30 vertical.
56. Be seated.
57. Physician (abbr.).
59. What trains are supposed to be (abbr.).
60. Toward.
62. Part of the day (abbr.).
63. Same as 21 horizontal.
64. East in state (abbr.).

### Pebbles from the Musselshell

By Spare Ribs and Gravy

Our esteemed scribe H. K. has taken a leave of absence and hid herself to the old home in Nebraska. Helen says its just a "Vacation," but we will know more about the truth of her assertion next month. Anyway she said she was going back home to see a "corn-husking" bee. Spare-ribs says he's from Kansas, where they raise corn, and he never heard of a "corn-husking" bee, and furthermore he don't believe any bee can do it.

Some Eskimo summer weather we had during October, temperature "only" eight below in Miles City, and again we had the "distinction" of being the coldest spot in the country, until the following day some burg down in Helen's state, tried to grab our thunder by reporting twelve below. In addition to the coal dealers, some people actually seemed tickled with the cold weather, or was it woollens that was causing that nervousness.

Passenger Engineer Geo. W. Bennett has resumed his run after a weeks absence, during

## LUMINOUS PAINT

**Make Your Watches, Clocks, Etc., Visible by Night**

The very latest discovery in the scientific world. Hitherto, practically unobtainable except at an exorbitant price, has now succeeded in producing this remarkable LUMINOUS PAINT, which, applied to the surface of any article, emits rays of white light, rendering it perfectly visible in the dark. THE DARK OF THE NIGHT, THE DARK OF THE MINUTE. Quite simple to use. Anyone—you can do it. A little applied to the dial of your watch or clock will enable you to tell the time by night. You can coat the push buttons or switch plates of your electric lights, and other articles; make your own Luminous Crucifixes, Luminous Rosaries, etc. Bottle containing sufficient to coat several small articles. Price 25c. Larger sizes 50c and \$1 postpaid. Johnson Smith & Co., Dept. 478, Racine, Wis.

## THE EXPO WATCH CAMERA

The most wonderful and ingenious camera made. It is but little larger than a watch, which it closely resembles. You can carry the Expo about in your pocket and take pictures without any one being the wiser. **Less Than 2 Cents a Picture**. The Expo loads in daylight with 10 or 20 Exposure Films, costing 25c and 35c respectively, and thus the picture taking part of a camera is very nominal sum—little more than one cent a picture. **Easy to Manipulate**. Takes pictures through the stem, where the Rapid Fire Lens is located. The photos (5x7-3) may be enlarged to any size. Time and instantaneous shutters; weighs but 3 ounces; nickel plated. Endorsed by amateurs and professionals the world over. Thoroughly practical—printing and developing of films just the same as ordinary cameras—in daily use by the police, newspaper reporters, detectives, and the general public. Important notes have been secured with the Watch Camera by enterprising reporters. Produces clear, sharp negatives indoors or outdoors equal to any other camera on the market, size or price notwithstanding. Sold Under a Positive Guarantee.

Expo Watch Camera \$3.60 FILMS, 10 Exposures 25c, 20 Exposures 35c  
Leather Pocket Carrying Case, 35c

**JOHNSON SMITH & CO., Dept. 478, Racine, Wis.**

## U. S. BABY TANK

25 Cents

Most remarkable Toy ever invented. By drawing the Tank across the floor, either with the hand or over the foot or table and then placing it down, it will crawl along, everconquering all obstacles in the same like-like manner as the larger Tank that proved so deadly in the great war. What makes it go is somewhat of a mystery, for there is no mechanism, and it will go backward or forward at will. 2 1/4 inches long. Price only 25 cents prepaid.

## ANARCHIST BOMBS

One of these glass vials dropped in a room full of people will cause more consternation than a limburger cheese. The small one entirely disappears in a short time. 30c a Box, 3 Boxes for 25c

## MIDGET BIBLE

Greatest Curiosity

Smallest Bible in the world. Size of a postage stamp. 200 Pages. Said to bring good luck to the owner. A genuine work of art. Must be seen to be appreciated. Make good money selling them to friends, church acquaintances, etc. PRICE 15c each, 3 for 40c, 12 for \$1.35, 100 for \$7.50. Also obtainable in Leather Binding, with gold edges. Price 50c each, 3 for \$1.25, \$4.50 per doz. Magnifying Glass for use with Midget Bible, 15c.

## INVISIBLE INK

The most confidential message can be written with this ink. For the writing MAKES NO MARK. You know the secret. Invaluable for many reasons. Keep your private memoranda away from prying eyes. Great fun for playing practical jokes. 5c Bottle

## KU KLUX KLAN

Everything about the Ku Klux Klan told in a clear, fearless manner. Book tells all—How it started and was suppressed in 1871—The New Ku Klux Klan—How organized—How members are enrolled—Oath of the Klan—Questions for Candidates—Creed—Objects of the Order—Obedience—Fidelity—Pledge of Loyalty—Ku Klux Klan and the Masons—The Jews—The Masons—Real K. of C. Oath—The Negro Ku Klux Klan, etc., etc. Latest and most complete book on the Klan published. Price, 35c, postpaid.

## SEX INDICATOR

Hold the MAGIC INDICATOR over a man's hand—Instantly moves in a straight line, backward and forward. Hold it over woman's hand and it describes a complete and continuous circle. The same action can be obtained over a letter written by a man or woman, etc. It is fascinating; baffling. We have never been able to figure out how it's done—but we've never seen it fail. Many novel and entertaining feats may be performed with the Sex Indicator. For example, similar results may be obtained with animals, cats, dogs, rabbits, over birds, chickens, canaries, etc. Also used to predetermine the sex of chickens and birds, etc., in fact it is sold as a patented egg tester in Europe. Price 25c or 3 for 75c, postpaid.

## All the Latest Surprising and Joke Novelties

Miniature Water Pistol	10c	V. Manos' Self-filling Fountain Pen	25c
Cleopatra's Snake (very lifelike)	15c	Great Fire-extinguishing Trick	30c
False Mustache	10c	Magic Trick	10c
Pocket Detective (see behind you)	15c	Naked Truth Joke (Magic Card)	15c
Great Mind Reading Mystery	10c	Chicken Inspector Badge	10c
Funston's Myriad of Cards	10c	Mar's License, "I'm a Boose License"	10c
Fighting Roosters, pair	10c	Amuse Simplex Typewriter	\$2.50
Quartz Ring	20c	200-shot Automatic Cap Pistol	15c
Rubber Tack (a good joke)	10c	Surprise Slashes, per box	10c
Memorized Penny	10c	Deck of Magic Cards	\$1.00
Cashol Sneezing Powder	10c	Everlasting Writing Pad	15c
Magic Plate Lifter	10c	Wire Puzzles, big assortment	10c; 3 for 25c
Mission Gold Teeth	3 for 5c	Shamrock 15c. Standard 5c	
Barking Dog (imitates dog bark)	20c	Fortune Telling Cards, per deck	25c
Expanding Cigarettes, Per-Box	15c	2-Rel Moving Picture Machine	\$3.00
2-piece Set Silvered Tobacco	\$1.00	42-Card, novel and decorative	25c

A DeLuxe Edition of our new 1925 CATALOG mailed on receipt of 35c. Handsome cloth binding. Only book of its kind. 420 pages of all the latest tricks in magic, the newest novelties, puzzles, games, sporting goods, interesting books, descriptions of seeds and plants, etc., unobtainable elsewhere.

## STAGE MONEY

With a bunch of these bills, it is easy for each person of limited means to appear in a prosperous way by flashing a roll of these bills at a proper time and peeling off a genuine bill or two from the outside of the roll, the effect created will be found to be all that can be desired. Prices, postpaid: 40 Bills 20c, 125 for 50c, or \$3.50 thousand postpaid.

## Wonderful X-Ray Tube

A wonderful little instrument producing optical illusions both surprising and startling. With it you can see what is apparently the bones of your finger, the lead in a lead pencil, the interior opening in a pipe stem, and many other similar illusions. A mystery that one has been able to satisfactorily explain. Price 10c, 3 for 25c, 1 dozen 75c. Johnson Smith & Co.

## Good Luck Ring

Quant and Novel Design

A VERY striking and uncommon ring. Silver finish, skull and crossbones design, with two brilliant, flashing gems sparkling out of the eyes. Said by many to bring good luck and ward off evil. Name, Good Luck Ring. Very unique ring that you will take a pride in wearing. ONLY 25 CENTS.

## Exploding Cigarettes

JUST LIKE ORDINARY CIGARETTES. BUT SUCH REAL STARTLERS! The box contains ten genuine cigarettes of excellent quality. They appear so real, but when each cigarette is about one-third smoked, the victim gets a very great surprise as it goes off with a loud BANG! A great mischief provoker yet entirely harmless! Price 25c per box.

## Popular Watch Charms

15c

ONLY 3 for 40c; \$1.35 doz.

Very pretty little curiosities and decidedly novel. Fitted with Magnifying Lenses that enlarge the pictures to a very surprising degree; in fact, it seems almost incredible that a tiny picture could be possible in such a small compass, and how sharp and distinct they show up when you look through them. Come in assorted views—Admirals, views of Panama Canal, Lord's Prayer in type, etc.

## CIGARETTE MAKER

Roll your own and save money. Makes them better and quicker besides saving more tobacco. Neat, useful and handy. Pocket size, weighs 1/2 lb. Made entirely of metal, nickel-plated. Price 25c postpaid.

## MAGIC FLUTE

Wonderfully Sweet Toned

The Magic Flute, or Human-toned, is a unique and novel musical instrument that is played with nose and mouth combined. There is just a little knack in playing it which, when once acquired, is a pleasure to produce very sweet music that somewhat resembles a flute. There is no fingering, and once you have mastered it you can play all kinds of music with facility and ease. When played as an accompaniment to a piano or other musical instrument, the effect is so charming as it is surprising.

## NEW BOOK ON ROPE SPLICING

Useful Knots, Hitches, Splices, etc.

A most practical handbook giving complete and simple directions for making all the most useful knots, hitches, rigging, splices, etc. Over 100 illustrations. All about wire rope attachments, lashing, blocks, tackles, etc. 37 Heraldic Knots illustrated. Of great value to mechanics, riggers, campers, boatmen. Price 20c ppd.

## BLANK CARTRIDGE PISTOL

Price \$1.00 Postpaid

This well made and effective pistol is modeled on the pattern of the latest type of Revolver, the appearance of which alone is enough to scare a burglar, whilst, when loaded, it will probably prove just as effective as a revolver with real bullets, without the danger to life. It takes the standard 22 Calibre Blanks. Cartridges, that are obtainable most everywhere. Even the most timid women can use it with perfect safety and without risk to herself or anyone else. A Great Protection Against Burglars, Tramps and Dogs. You can have it lying about without the danger attached to other revolvers. We sell large numbers around the 4th of July. Well made of solid metal. PRICE ONLY \$1.00 Postpaid. Blank Cartridges 22-cal., shipped by express only, 50c per 100. Johnson Smith & Co., Dept. 478, Racine, Wis.

## Sneezing Powder

Place a very small amount of this powder on the back of your hand and blow it into the air, and everyone in the room or car will sneeze without knowing the reason why. It is most amusing to hear those who sneeze, but think they have caught it one from the other. Between the laughing and sneezing you yourself will be having the time of your life. For parties, political meetings, car rides, or any place at which there is a gathering of people, it is the greatest joke out. Price 10c or 3 for 25c

## Mystic Skeleton

10c ppd.

A jointed figure of a skeleton in a hotel, dance to music and perform various gyrations and movements while the operator may be some distance from it.

## Serpent's Eggs

Box contains 12 eggs. When lit with a match, each one gradually hatches itself into a snake a foot long, which curls and twists about in a most life-like manner. Price per box 10c ppd.

## BOYS! BOYS! BOYS! THROW YOUR VOICE

Into a trunk, under the bed or anywhere. Lots of fun fooling the teacher, policeman or friends.

## THE VENTRILO

a little instrument, fits in the mouth out of sight, used with above for Bird Calls, etc. Anyone can use it.

## Never Fails. A 32-page book on ventriloquism, and the Ventrilo, ALL FOR 10c postpaid.

## ITCHING POWDER

This is another good practical joke; the intense discomfort of your victims to everyone but themselves is thoroughly enjoyable. All that is necessary to start the ball rolling is to deposit a little of the powder on a person's hand and the powder can be relied upon to do the rest. The result is a vigorous scratch, then some more scratch, and still some more. 10c box, 3 boxes for 25c or 75c per doz boxes postpaid.

## DANCING BEAUTIES

Get a Kinematograph and see the picture move. France's latest sensation. A great surprise. Is worth twice what they cost. Are made of solid brass highly nickelled and very durable. Satisfactory, or your money back. Price..... 50c

## SILK REMNANTS

for patching Crazy Quilts, Sofa Cushions, Head Rests, Pin Pads, etc. Large pieces, all colors and shades. Sure to delight you.

For 25 Cents stamps or coin we send a large package and book of quilt designs. 1 pound makes a lovely large quilt. Price, 75c postpaid. Our silk is the best.

## LOOK 35c Look

Wonderful Instrument. Greatest thing yet. Nine separate articles in one. Everybody delighted with it. Odd, curious and interesting. Lots of pleasure as well as very useful. It is a double Microscope for examining the wonders of nature. It is also an Opera Glass, a Telescope, a Burning Lens, a Reading Glass, a Telescope, a Compass, a Pocket Mirror, and a Laryngoscope—for examining eye, ear, nose and throat. It is worth all the cost to locate even one particle of matter in the eye. Folds flat and fits the pocket. Something great—you need one. Don't miss it. Sent by mail, postpaid. Price, only 35c or 3 for \$1.00 postpaid.

## RESURRECTION PLANT

One of the most wonderful plants known. Possesses the strange power of turning in a few minutes from an apparently lifeless dry herb to a beautiful LIVING FERN-LIKE PLANT of a dark green color. Simply place the plant in saucer of water, it will open up and start to grow in 20 minutes. When taken out it will dry up and go to sleep until placed in water again. Fine house plant—summer or winter. 10 cents each or 3 for 25c. Agents Wanted

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which time he was looking over his oil interests in the cat-creek field.

Earl: (Enthusiastic) "I say, Bill have you noticed the new Balloon tires?"

Bill: (Reading Spanish dictionary—mind naturally distracted) "No, and I never knew a balloon had tires."

Passenger Conductor T. J. Hanrahan, has been confined at his home with illness for several weeks. Tom, we miss your kindly greeting and trust you will soon recover and be back on the job again.

A certain steno in another department says a good football game fairly "intoxicates" her. We all agree that frequently there is quite a "kick" in it.

Chief Carpenter L. K. Sorrensen, effective Nov. 1st was promoted to Trainmaster of the Aberdeen division. Mr. Sorrensen has been on the Musselshell for the past fifteen years, has been a hard and efficient worker and has many friends, who wish him success in his new position.

Judge: "Rodgers, you say Doherty called you a block-head?"

Rodgers: "Well Judge, he didn't exactly use them words, but he did say, "Shorty" better put on your hat here comes a wood-pecker."

William Cullen is now the new Chief Carpenter of the Musselshell and Northern Montana divisions, vice L. K. Sorrensen promoted to Train Master, Aberdeen division. "Bill" is an old timer on the Musselshell division, who knows his stuff, and will get results.

Spare-ribs to Gravy (not a double play, merely a conversation)

"Say Gravy, I heard a wagon talk this morning"

Gravy: "Nothing sensational about that, a wagon's got a tongue."

S. R.: "Yeh, but it was the wheel that spoke."

Gravy: "It must have been tired."

On November 2nd, Miles City was host to a party of bankers and eastern financiers, who were making an inspection of the proposed North and South railroad, from Rawlins, Wyo. to Miles City a distance of 450 miles. The members of the party are representatives of some of the greatest financial interests in the United States, and were in the country for the purpose of checking up on figures that were presented to them some weeks ago, figures that interested them to the extent that they came for personal inspection of the properties.

### Twin City Terminals Happenings

*Nah*

We are now in the new St. Paul Roundhouse located at Pigeye although not fully organized as yet. Mr. J. L. Brossard is appointed General Foreman of the plant and no doubt in time, this place will be one of the busiest points on the railroads, with the Duluth Division engines running into St. Paul, besides all freight trains.

We all can explain the old saying "Why does a hen go across the street," but here is one that still remains to be solved and that is "Why do we walk to lunch in the middle of the street and jeopardize our lives with the traffic?"

The Lima engine made a successful trip from Chicago to Minneapolis October 24th, arriving at Minneapolis on time. This engine was on exhibition at the Milwaukee Depot Shed in the P. M. and was a sight worth seeing.

Mr. Frank Kline, Machinist in South Minneapolis Roundhouse, met with a serious accident October 14th while on duty and at this writing he is improved considerably and will be in the hospital for some time to come.

Business has been such on the River Division that it necessitated the hiring of about 40 new

fireman and among this lot, we lost our Roundhouse Clerk Joe Cook at St. Paul. Even the prospects of a brand new roundhouse office could not induce Joe to stay and he reports he has no regrets.

Another loss is our mail clerk Charles Moezy who also answered the call of the River Division roaring locomotives and when pay days arrive, Chuck surely has a happy look—says he doesn't know what to do with all his money.

River Division Engineer Leckelt has been on the sick list since last July. Mr. Leckelt is one of our passenger engineers and we all wish him 'back on the job again.

H & D. Division Engineer Geo. Rushlow is making plans for his winter quarters in sunny California where the golf links are green the year round. Mr. Rushlow's advice to those feeling old, is to golf and keep young and no doubt at this writing, Mr. Rushlow is comfortably located, taking his morning ocean dips.

Mr. Haas from Chicago was here at Minneapolis conducting a meeting in connection with timekeeping and all now are lined up.

Minneapolis surely knows how to celebrate on a day like Armistice Day—everybody turned out to show the boys how we all appreciate what they have done for us and Armistice Day closed the Community Fund Drive which again went over the top for a good cause.

Wedding bells again have been ringing and this time in honor of Mr. A. Z. Cowles who was quietly married October 1st, 1925 in St. Paul. We all wish Mr. Cowles and his wife happiness through their married life.

### Wisconsin Valley Division Notes

*Lillian*

Car Foreman John Zander has been confined to his home for about four weeks with Scarlet Fever. He is, however, very much improved and expects to be able to resume his duties before long.

Elmer Nienow was in Milwaukee on business. It was with sincere regret that we learned of the death of District Carpenter, John Wolfe. He had many friends on the W. V. Division and his visits to our city will be missed. The W. V. Division employes extend sympathy to Mrs. Wolfe and family.

Miss Edna Larson, Cashier in the freight department spent Sunday in Minneapolis visiting with her sister.

The office employes of the Superintendent and Freight departments held a dancing party at the country home of Mrs. S. Swanson, on October 26th. Transportation was furnished for all who attended, splendid music was furnished and dancing continued from nine to twelve. A very delicious chicken pie supper was furnished at midnight and it needless to say that everyone did justice to it. E. B. Gherke and John L. Brown were on the receiving committee, Byron Thiele was floor manager and Lawrence Krueger was chosen as caller in which capacity he was "right at home." Everyone present had a most enjoyable time and are in hopes that this may be the beginning of a series of parties during the winter months.

Sorrow entered the home of Mr. A. Martinson when his daughter Olga passed away at the Larosse Hospital after a short illness. She had made her home with her father at Wisconsin Rapids, and her passing away was a shock to many friends. Mr. Martinson has the sympathy of the division employes.

Mrs. John Sullivan has disposed of her home and expects to leave for Washington, D. C., where she will make her home with her son.

Our Wisconsin Valley division notes should be much more interesting and spicy, but no one volunteers to send in even the tiniest hint of news, and it is impossible to gather any, we

came near having a nice bit of news, but two particular parties kept it to themselves so long that when they got ready to tell it, it wasn't newsy at all, so tell it while it is fresh and let us all get in on it.

### Illinois Division

*M. J. S.*

A Right Merrie Christmas and a Happy and Prosperous New Year is extended through the medium of this Magazine, to all Illinois Division Employes and their families.

Account sickness, Asst. Accountant Irvin Tyler has taken a forced leave of absence for six months and Chas. Plattenberger is acting in his place. Elmer Bashaw has taken the Chief Timekeeper's position, with Ted Bahwell in Mr. Bashaw's place. The vacancy on the CM&G in the place of Ted Bahwell, is being filled by Chris Jensen, formerly Steno. at Savanna Yard Office.

Chief Carpenter C. Gradt and wife, and Dvn. Engineer R. G. Heck and wife, attended the Bridge and Builders National Convention held at Buffalo at Hotel Statler. They report a very good meeting and an enjoyable time.

The girls from the Supt's office attending the Women's Club Get-together meeting held at Chicago, Oct. 31st, report an enjoyable time meeting old and becoming acquainted with new sister members. Also, real amusement was afforded on the return train trip when the Dubuque ladies assisted by the train crew put on a little entertainment, which showed real talent!

Friday, Oct. 30th, the Women's Club gave a Character Party with the prizes going to Mrs. Grant Dahl, wife of Asst. Yardmaster Grant Dahl, and Engineer Gus Wienke of the Iowa Division. They sure did their stunt and the prizes were well earned.

We regret to learn that it was necessary for Fireman Louis Bockelman to submit to an operation for appendicitis recently. Friends on the division wish him a speedy recovery.

Mcst Tom O'Neil is home from Wash. Blvd. Hospital at Chicago where he has been confined for sometime account the serious accident happening to him when the lubricator glass on which he was working, bursted throwing hot oil about his face and in both eyes. It was thought for several days he would lose the sight of both eyes but we are pleased to say at this writing that he is making a nice recovery and it is expected that he will resume his duties before long.

We understand Engr. Thos. Daley recently lost his two karat diamond ring, also pocket-book. His misfortune is regretted and it is hoped that he will soon find some trace of them.

Sympathy is extended to Fireman Louis Bockelman, account the death of his father recently, who passed away at his home at Libertyville after a short acute illness, due to cancer.

Condr. J. P. Flynn, wife and son John were Savanna visitors at the Hayes home recently.

Oct. 31st, Miss Lola Lynn, steno. Supt's Office, Mrs. Genie Thoren, wife of Divn. Acct. R. E. Thoren, and Mrs. Lynn Castle, wife of Lynn Castle B&B Dept., deserted the Ill. Divn. bunch at Chicago and rode No. 25 to Davis Jct. and had the pleasure of meeting Miss Lillian Langworthy and Miss Francis McGinn of the Beloit office.

Simultaneous with the flying South of the ducks, Geo. Schmidel, gets his annual case of "Hunter's Fever," and the Frt. Office neither see nor hear him for a week or two. Don't you hope he leaves a few birds still on the wing, so other hunters can pull off a "big story" too?

Friends of James Elliott will be pleased

# Directory of Equipment, Supplies and Service

- Acetylene, Compressed**  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.  
Gas Tank Recharging Co., Milwaukee.
- Alcohol**  
Barber Co., W. H., Chicago.
- Anti-Rail Creepers**  
P. & M. Co., Chicago.
- Axles, Car and Locomotive**  
Baldwin Locomotive Works, Philadelphia.
- Banks**  
Central Trust Co. of Ill., Chicago  
First National Bank in Miles City, Miles City, Mont.  
First Wisconsin National Bank, Milwaukee.  
Larabie Bros., Bankers, Deer Lodge, Mont.  
Minnesota National Bank, Duluth, Minn.  
Nat. Bank of Com. of Seattle, Seattle.  
Spokane & Eastern Trust Co., Spokane.
- Bearing Metals**  
Magnus Co., N.Y.; Chicago.
- Belting**  
Deckert, W. L., Milwaukee.
- Binding**  
McBee Binder Co., Athens, Ohio; Chicago.  
Sentinel Bindery, Milwaukee.  
Hillison & Etten Co., Chicago.
- Bolsters**  
Bettendorf Co., Bettendorf, Iowa.  
Pressed Steel Car Co., Pittsburgh.
- Bolts**  
Am. Bolt Corp., Boss Nut Division, Chicago.  
Continental Bolt & Iron Works, Chicago.
- Brake Beams**  
Pressed Steel Car Co., Pittsburgh.
- Brass and Copper**  
Interstate Brass & Copper Co., Chicago.
- Brass Castings**  
T. & B. Brass Co., Tacoma, Wash.
- Brake Beam Supports and Safety Devices**  
Chicago Railway Equipment Co., Railway Exchange, Chicago.
- Brush-Manufactures**  
Badger Brush Co., 657 E. Water St., Milwaukee.
- Canvas and Duck Products**  
Carpenter & Co., Geo. B., Chicago.
- Carbide**  
Gas Tank Recharging Co., Milwaukee.  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Cars**  
Bettendorf Co., Bettendorf, Iowa.
- Pressed Steel Car Co., Pittsburgh.**
- Castings (Brass & Bronze)**  
Magnus Co., N.Y.; Chicago.
- Castings, Malleable Iron**  
P. & M. Co., Chicago.  
Pressed Steel Car Co., Pittsburgh.
- Castings, Steel**  
Buckeye Steel Castings Co., Columbus, O.  
Falk Corp., Milwaukee.  
Hubbard Steel Foundry Co., East Chicago, Ind.  
Pressed Steel Car Co., Pittsburgh.  
Tennent Steel Casting Co., Tacoma, Wash.  
Union Spring & Mfg. Co., Pittsburgh.  
Wehr Steel Co., Milwaukee.
- Chemicals, Boiler**  
Bird-Archer Co., Chicago.  
Dearborn Chemical Co., Chicago.
- Coal**  
Binkley Coal Co., Chicago  
Rosengrant Coal Co., Chicago.  
Shoemaker Coal Co., D. C., Chicago.
- Coffee and Tea**  
Chase & Sanborn, Chicago.
- Couplers**  
Railroad Supply Co., Chicago.
- Cylinder Cocks**  
Prime Mfg. Co., Milwaukee.
- Derailers**  
Railroad Supply Co., Chicago.
- Draft Rigging**  
Union Draft Gear Co., Chicago.
- Engravers and Printers**  
Columbian Bank Note Co., Chicago (Print C. M. & St. P. paychecks).
- Feed Water Heating Devices**  
Superheater Company, Chicago.
- Floodlights**  
Pyle-National Co., Chicago.
- Flooring, Composition (Flexolith)**  
Tuco Products Corp., Chicago.
- Flooring, Built-up Wood Block**  
Carter Bloxonend Flg. Co., Kansas City, Mo.
- Furnaces (Oil Burning)**  
DeRemer-Blatchford Co., Chicago.
- Gauge Cocks**  
Prime Mfg. Co., Milwaukee.
- Grease Cups**  
Flannery Bolt Co., Pittsburgh.
- Grease Plugs**  
Prime Mfg. Co., Milwaukee.
- Greases**  
Galena-Signal Oil Co., Franklin, Pa.
- Guard Rail Clamps**  
P. & M. Co., Chicago.
- Hose Couplings**  
Prime Mfg. Co., Milwaukee.
- Hose**  
Milwaukee, Wis.  
Co., 1340 Fond du lac Ave., Northwestern Factory Supply
- Hydrogen**  
Air Reduction Sales Co., N.Y.; Chicago; Seattle.
- Iron (Staybolt)**  
DeRemer-Blatchford Co., Chicago.
- Lag Screws & Bolts**  
Am. Bolt Corp., Boss Nut Division, Chicago.  
Continental Bolt & Iron Works, Chicago.
- Leather (Imitation)**  
The Pantasote Co., N.Y.; Chicago.
- Lighting Accessories**  
Pyle-National Co., Chicago.
- Linseed Oil**  
Barber Co., W. H., Chicago.
- Lock Nuts and Washers**  
Am. Bolt Corp., Boss Nut Division, Chicago.
- Locomotives**  
Baldwin Locomotive Works, Philadelphia.
- Loose Leaf Specialties**  
Miller Co., H. C., Milwaukee.
- Lubricants**  
Galena-Signal Oil Co., Franklin, Pa.
- Lumber**  
McKenna Lumber Co., McKenna, Wash.  
Nashville Tie Co., Nashville, Tenn.  
National Lumber & Creosoting Co., Texarkana, Texas.  
Pacific Creosoting Co., Seattle.
- Nuts, Square and Hexagon**  
Am. Bolt Corp., Boss Nut Div., Chicago.  
Continental Bolt & Iron Works, Chicago.
- Oils**  
Galena-Signal Oil Co., Franklin, Pa.
- Oil Cups**  
Prime Mfg. Co., Milwaukee.
- Oxygen**  
Air Reduction Sales Co., N.Y.; Chicago, Seattle.  
Burdett Oxygen & Hydrogen Co., Chicago.
- Paints**  
O'Neil Oil and Paint Co., Milwaukee.
- Paper**  
Import Paper Co., Chicago.
- Printing**  
Bulfin & Son, Ed., Milwaukee.  
Collins' Sons, J. J., Chicago.  
Goodman Printing Co., (Maurice Goodman), Portage, Wis.  
Hillison & Etten Co., Chicago.  
Keogh Printing Co., Edw., Chicago.
- Northwestern Printing Co., Milwaukee**
- Provisions**  
Aaron & Sons. E. A., Chicago.
- Rail Anchors**  
P. & M. Co., Chicago.
- Railroad Car Trimmings**  
Loeffelholz Co., Milwaukee.
- Rust Preventatives**  
Dearborn Chemical Co., Chicago.
- Searchlights**  
Pyle-National Co., Chicago.
- Signal Oil**  
Galena-Signal Oil Co., Franklin, Pa.
- Springs, Coil**  
Union Spring & Mfg. Co., Chicago, Pittsburgh.
- Stationery**  
Miller Co., H. C., Milwaukee.
- Stay-Bolts**  
Flannery Bolt Co., Pittsburgh.
- Steam Superheaters**  
Superheater Company, Chicago.
- Stone and Stone Products**  
T. R. Coughlan Co., Mankato, Minn.
- Tie Plates**  
P. & M., Chicago.  
Railroad Supply Co., Chicago.
- Ties**  
Moss Tie Co., T. J., St. Louis.  
Nashville Tie Co., Nashville, Tenn.  
National Lbr., & Creosoting Co., Texarkana, Texas.
- Trap Doors (Vestibule)**  
Tuco Products Corp., Chicago.
- Trucks for Cars**  
Baldwin Locomotive Works, Philadelphia.  
Bettendorf Co., Bettendorf, Ia.  
Pressed Steel Car Co., Pittsburgh.
- Tubes, Arch and Stay**  
Globe Steel Tubes Co., Milwaukee.
- Turpentine**  
Barber Co., W. H., Chicago.
- Varnish**  
Thresher Varnish Co., Dayton, Ohio.
- Washout Plugs**  
Prime Mfg. Co., Milwaukee.
- Water Softening Compounds**  
Bird-Archer Co., Chicago.
- Wheels, Car and Locomotive**  
Baldwin Locomotive Works, Philadelphia.  
Pressed Steel Car Co., Pittsburgh.
- Wire and Cable**  
Kerite Insulated Wire and Cable Co., N.Y.; Chicago.  
Burdett Oxygen & Hydrogen Co., Chicago.



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CHICAGO

to know he is improving nicely after an operation at Rochester. We hope to see him back amongst us soon.

??? Who took the handle off Bill's brand new parasol? He didn't even know it was detachable.

Louise Freeman is back at her desk after a three month's leave, and has gained more pep in spite of the fact that she declares she worked more than played this vacation. The treat of Washington apples was greatly enjoyed by both office and platform forces.

By the time this appears in print, Nell Nolan will be out amongst the California sunshine. We do hope she doesn't trifle with any lad's affection while away for we want her back again.

LeRoy Goss, former Steno. of the Frt. Dep't, and son of Engineer Goss is recovering nicely from an appendicitis operation at the City Hospital.

Miss Ilene Kane, stenographer for Roundhouse Foreman Slater has returned to work after a week's vacation spent at South Bend, Ind.

Walter, taking down telephone receiver in DMM Office: "Ring Black 147, please." Needless to say, it was Monday morning!

Mr. and Mrs. Jack Mulder were called to Milwaukee October 27th, on account of the sudden death of Mrs. Mulder's grandfather.

Gang Foreman Sheetz, skipping into the office the other day: "Oh, girls, I'm to be a widow Saturday night! My wife is going to Chicago."

Ill. Divn. Fireman Dallas Davis is the father of a baby girl (Mary Louise) born November 9th. Congratulations.

Iowa Division Engineer Albert J. Booth passed away at his home in Savanna, November 9th, after an illness of several months,

due to heart trouble. Burial was made November 11th, at Albany, Ill. Sympathy is extended to the bereaved wife and son, Kenneth

Harry Hoffman, Machinist at Savanna Roundhouse and wife have returned from their trip to Florida and Eastern points of interest.

We understand that Ill. Divn. engineer James Mosher had quite a time making round holes out of some square holes that Engineer Croghan had made. Anyone desiring any bean bag boards made, please consult the above mentioned enginemen.

Iowa Divn. Engineer John "Buddy" Cain does not improve after his recent operation as rapidly as his friends would like to see.

### Tacoma Shop Notes

*"Andy"*

Russell Wilson, ar Department Foreman, accompanied by his wife spent a very enjoyable vacation in California. The trip was made by boat.

Messrs. J. A. Wright, H. E. Snyder and H. W. Anderson of the Master Maniac's office at Tacoma have been viciously attacked by the radio bug, and severely bitten, with the result that each have purchased a set—better watch your step now, they may be listening in on you sometime when soup is an item on your bill o' fare.

Louis Christy, Pipefitter has just returned to work after being absent from work on account of illness.

The Milwaukee shops were very much represented at the Washington-Stanford football game on November 7th, 1925.

The entire force at shops paused for two minutes on November 11th, in honor of Armistice.

The new Draw Cut shaper installed at Ta-

coma shops, is what the miller call—some machine. The installation of this machine has speeded up the operations on driving box and rod brasses, about 50 percent.

While the matter of machinery is up—would also mention that the slab miller just recently installed is proving to be a wonderful addition to our shop equipment for the milling of side rods. Have been told that our slotter operators are wondering whether or not they will be out of a job since the event of this machine.

Mrs. Schmidt, mother of Ethel Schmidt, Comptometer operator in Store Department, has left for a visit with relatives in Iowa, thus placing Ethel in the role of Chief cook and bottle washer.

It has been a source of wonderment to us for some time as to what was the favorite fruit, or rather what fruit our handsome truck driver Walter Jennings liked best, nearly everything has been suggested from grape to hen, even Ethel Schmidt has been approached on the subject, to no avail. Of course it was only natural that we refer the matter to Ethel, as he is under her direct surveillance and supervision, however, the secret has leaked out—listen folks—don't breath it to a sole or heel—its the luscious apple—those nice red rosy apples of the oriental variety.

Mr. G. W. Taylor, our energetic Material Router has been very actively engaged of late acquiring an enormous amount of machinery second hand, so we have been wondering if he is contemplating entry in the second hand business, however, when it comes to framing up bargains, getting the most for the least, everything for nothing and more for less, the gold handled mustache cup goes to him, we will even go further to state that we do not believe it would be out of order if he would affix the suffix "stein" when signing his name on the dotted line.

P. R. Horr, our erecting foreman, had the misfortune recently of having his automobile damaged to the extent of several hundred dollars by a fellow driving into his car while it was parked in front of his home, however, it is rather pleasing to report that the insurance company paid the damages, thereby giving PRH an opportunity to get back some of the money he has paid out for insurance, and now he has practically a new car.

Carl Woods, W. I. Shiplett and Paul Jasmer, were among the notables who witnessed the installation of the longest span of cable in the world, which spans the Narrows at Point Defiance. This span is to carry the juice from the new Cushman Power plant, and is 6200 feet long. It is not to be wondered that the raising of this cable was a success since the above mentioned gentlemen were present to see that things were done right.

Francis Donovan, machinist at Tacoma shops, while negotiating a turn in his coupe on Pacific Avenue, was struck by another car resulting in his car being turned over and damaged to some extent. It was fortunate however that no serious injuries were resulted.

Anybody capable of giving information in connection with the peculiarities and characteristic idiosyncracies of a Chevrolet clutch (that is we think it is the clutch) kindly get in touch with Jean Stevens of the Store Department, which he reports as slipping, that is the clutch is slipping, and he wants to know what next to do.

### Want Ad Column

For Sale (free) One Loud Speaker, guaranteed to be heard any distance. Excellent for entertainment in home for the deaf, has 20 inch base, and stands 7½ feet high. (length adds. as well as multiplies volume,) apply D. M. M. office, ask for William Davis Allison.

## Motoring on the Milwaukee Up and down hill on the Rocky Mountain Division Nora B. Decco.

Whatever they say for "glad to get back to United States" in that language they speak where Nels Rabben spent three months of his vacation . . . returning recently to his job on second trick at Butte Yard, well that is what Nels says . . . think of spending your vacation as far from home as that . . . crossing the ocean and visiting all the home folks in Norway and back to Montana again without getting lost, and in the mean time Nels has learned to use a "bug" until he is the fastest sender on the R. M. Div. now. . . .

Mr. Gannon is temporary agent at Maudlow now during the temporary absence of the regular agent Mr. Kay . . . who is working for a while at Sixteen . . . while Mr. Thompson is laying off on account of illness. He told us confidentially that the altitude at Maudlow was too low for his health but Mrs. Kay is a pretty nice looking little lady and we understand that as she is teaching the Sixteen school for the winter, her better half is not taking any chances, also she is a good cook.

Engr. Bob Chambers has been on the sick list since leaving the Lombard helper but is improving and back to work again on the west end. Engr. Charles Davies is now assigned to the Lombard helper.

We regret to learn of the death of the father of Brakeman Greer at Watertown, Wis. . . . where Mr. Greer was called the first of November. The Rocky Mountain Division extends their sympathy to Mr. Greer in this loss.

Engr. A. E. Barnes, who has been away from the railroad for about two years, has returned and is again back on passenger. This displaced Engr. Tom Lefever, who in turn displaced Engr. Rader on the local . . . and so on, bumpy . . . bumpy.

Condr. Earl Wilson had the misfortune to sprain his ankle recently and has been laid up for a couple of weeks . . . aside from the way it hurt everything was all right, he said, as he had a pretty good time up at the hospital while he was there. There are some mighty pretty nurses up there nowadays.

Mr. and Mrs. Chester Bales were called east the middle of November on account of the illness of a brother of Mr. Bales . . . at Bloomington, Ind. . . . we all trust he is found much improved on their arrival there.

Word comes from Sam and Mrs. Haffner that they have arrived in South America all O. K. and right side up, and had a safe and pleasant trip and more later . . .

Mrs. Cook, wife of Condr. Jess Cook, has been quite ill for the past two weeks, but is improving at this writing . . . she, too, is a patient at the local hospital and says she wants to stay there a lot longer.

M. J. P. Phelan, superintendent of our division, has returned from California, where he has been for the past three weeks on account of liking some hot springs down there better than these at home or at least like him better, perhaps . . . he was quite sick when he left for California, but understand he is greatly improved.

We regret to announce the death of Mrs. Thomas at Oakland, Calif., the first part of November. . . Mrs. Thomas was the mother of Mrs. Homar Jenkins and was very well known here. She had been ill for many months and Mrs. Jenkins had been to visit her about six months ago, but could not be there during the last illness. We offer Mrs. Jenkins our deepest sympathy in the loss of her mother.

Mrs. W. A. Carlson, wife of Brakeman Carlson, has returned for a short visit with relatives and friends at Kansas City, Mo. . . .

## Massachusetts Bonding and Insurance Company

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Reflectors for Locomotive Headlights

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Better Illumination With Fewer Units With  
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**GEO. B. CARPENTER & CO.**  
440 NO. WELLS ST. CHICAGO

Page Thirty-Eight

the small son has grown so fast Mr. Carlson didn't know him when he returned.

Charles Davis left for Wisconsin the fifteenth of November with the remains of his grandfather, who passed away in Deer Lodge the thirteenth of the month. We extend our sympathy to Mr. Davis in this loss.

Operator Beal Third Ringling has bid in the Gallatin Valley job at Bozeman and is now working there. Mr. Beal was relieved by Mr. Van Alstyne and Mr. F. M. Byrne, who has been on the job at Bozeman for a few months, has returned to Harlowton second . . . every operator you see nowadays has a standard rule book under his arm, in his pocket or in front of his eyes, and we all know what a "train" is and why . . . also considerable of the rest of it . . . and it's a Merry Christmas because the examinations are over.

#### Iowa and Minnesota Division

D. M. W.

We are sorry to hear of the accident which Engineer Peter Pauley met with and we do certainly hope that Mr. Pauley will soon recover and be able to again perform his faithful duties on the I & M Division.

E. W. Bolmgren, Assistant Engineer in the District Engineers office wishes to thank all of his friends on the Milwaukee for the beautiful flowers which they sent to the funeral of his wife.

Brakeman A. H. Geike relieved Clarence Mealy on the Fairbault switch run for a week while Clarence was duck hunting.

R. E. Morgan, Brakeman on the Fast Time Freight on the Mankato Line was hunting ducks also. He reports no ducks but plenty of (CHICKEN.)

Brakeman H. P. Dwyer met with an accident while driving his Six Cylinder Buick the other day. They say he was not protecting against extra cars, anyway it cost Harry about \$120.00.

Conductor J. W. Schuldt on the Fairbault Switch run takes his old Buick Coach out twice a week to blow the dust off.

Russell Risberg, car clerk in Chief Dispatchers office has returned to work. Russell has been off for about 6 months on account of his health. We do not know where he kept himself during this six months but wherever he was, he must have gotten plenty of eats as his cheeks stick out like a pocket gophers.

Of all the men who laid off to go duck hunting this fall the only ones who bagged any where Brakeman Mealy, "Grandma" DeFrees and Hartley Riach. According to their story they got 150 ducks, but upon questioning them as to where they were, they said they ate them all up, Mr. DeFrees being very sick as a result of over-eating.

#### Madison Division Notes

This is the third attempt to get into the Magazine. We are informed that news for October and November issues failed to reach the editor. Too bad. Had a barrel of stuff for the last Magazine.

John Vanderhie, pump repairer, has been elected to the office of general chairman of maintenance of way organization with headquarters at Minneapolis. Good luck, John, but when the pump at Gotham is out of order, we will call you back.

Mabel McNulsen, agent, Gotham is planning another extended trip through the South and West. Guess she doesn't think much of our winters.

The Madison Ladies (Woman's Club) held a picnic supper at the passenger station Tuesday evening, Nov. 17th. It was something different and enjoyed by a very good crowd. Cards were played after the supper was served. Winnie Fox was sure of the first prize, as usual, but Bill Kenney walked away with the cake. Too bad, Winnie.

Roundhouse Foreman Iotte may not think the war is over when it comes to driving an automobile, but train dispatcher Hennessy can beat him hollow when it comes to speed. John followed the crowd into Florida, reaching New Smyrna, he looked the situation over and while the entrances were all under guard, he escaped through one of the exits and is back on the job at Madison. He reports the usual high cost of living and Wisconsin a good state.

In the Operating Department, this division, there are 222 employes who have been employed 25 years or more. Of this number 215 are members of the Veteran Association. We have 7 to go. We are proud of our veterans. Why not all wear a button?

Tom Page, Albert Verch and Gil. Schuler are attending the Ticket Agents' convention at St. Petersburg, Florida. The boys will have good things to report when they return.

Traveling Inspector Scott has been spending some time on the division. We are always glad to see you, Scotty.

Notice some new faces in the Store Department, but cannot get an introduction. Some storekeepers are selfish.

Football season is over with, so we can now settle down and join the "Hot Stove" League. Some of us won pots and some didn't, but we all got in on the candy. Figuring winners is some job.

J. W. Quinn, traveling auditor, this division, for years, passed away at his home at Milwaukee, Nov. 11th. Mr. Quinn was known all over this railroad, particularly on this division, where he was assigned. He had many friends who will miss him.

We haven't seen very much of our friend

W. H. CROFT  
First Vice-President

M. S. PAINE  
Secretary-Treasurer

# MAGNUS COMPANY

(INCORPORATED)

## Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

Harry Lathrop, agent, Bridgeport, since his return from Europe. To give him an opportunity to get into print, he will be the correspondent for the January issue of the Magazine. If you don't want to hear too much about Scotland, send him some news.

Ethel Romelfanger, clerk, Madison freight house, is on the sick leave. Mildred Haines of Portage is helping out. There must be some attraction in that office to bring Mildred back.

Tom Kelly, yardmaster, Madison, has tired of the old place on West Dayton and has taken new quarters on the Heights. Tom is going to get an aeroplane for night transportation.

Getting news for the Magazine is a real job. Everybody howls when we miss the column, but no one offers anything, so we have to grind out some local stuff. Madison isn't the only station on this division. There are 60 others, so get busy and send us something. Harry Lathrop will be glad to write up anything you send him.

### Seattle General Offices

Marie E. Cleary

I wonder if news is as scarce everywhere as it seems to be around here. And the ones who seemingly know the most of the happenings are the ones who cry the loudest when there fails to be a few notes from the General Offices. Wish those of you who hear all of these interesting bits could pass 'em along and help to fill up our space.

Romance seems to be stalking rampant among us. Two weddings and an engagement since last we went to print and a budding affair reported by Mr. O. D. Richardson of the City Office, although he would give me no definite particulars. Shall try to have details later.

Mr. Samuel Greengard, traveling accountant from Mr. Kent's office, was married the 8th of October to Miss Bernice Evelyn Degginger and left immediately for a honeymoon trip through California. They will be at home after November 1st at 1019 Boren Avenue, Seattle. The General Offices presented them with a very handsome gift, with which went the very best wishes for a happy married life.

Miss Agnes Kilcoyne, one of our very capable telephone operators, left for a short vacation trip to Butte, and surprised everyone by returning as Mrs. Thomas Mooney—having been quietly married in Butte the 28th of September. The General Offices presented them with a very fine flat silver service and all join in wishing them the happiest sort of a married life.

And right on the heels of these two marriages, Miss Anne Keough, of the assistant superintendent of transportation's office, announces her engagement and will leave us the 15th of November.

We have just received word of the death of Mr. A. J. Earling in Milwaukee and the sympathy, not only of the Seattle General Offices, but of the whole system, goes out to the family in their irreparable loss. Mr. and Mrs. H. B. Earling were in Milwaukee when the end came and will remain there several days.

While in the East, Mrs. Earling attended the general "get-together" meeting of the different chapters of the Women's Club held in Chicago and so far as we know was the sole delegate from the Seattle Chapter, and the chapter is eagerly looking forward to hearing her report of the general session.

Another bit of interesting news just received, is that Mr. B. B. Greer is leaving us to accept the presidency of the New York Air Brake Company in New York, and he has the very best wishes of all for his continued success. At present, the popular indoor, outdoor and otherwise sport is figuring out a possible successor. And as Henry Cressy says in his "History of California," "There are twenty different ways to pronounce Los Angeles, all of them wrong." So it is with the guessing contest now in progress concerning the next chief operating officer.

A lot of fascinating vacations were enjoyed this year and they sound like ads for "Ask Mr. Foster, Travel Bureau"—Miss Talmage and Miss Snow both took in the New England States; Mrs. Franklin the Alaska country as far west as Sitka; Miss Cummings enjoyed Salt Lake City and Denver; Mr. and Mrs. Currie went to Chicago, Memphis and New Orleans with which place they were quite in love, except for the heat; Mr. Bill Nelson, Mount Rainier and Spokane proved very entrancing spots; Miss Gladys Kelly got as far away as Omaha, Nebraska, and stopped enroute at Sioux Falls and at Butte; Miss Claire Shappee took in all points of interest between New York and Seattle; Miss Sheble also took the New York trip and returned via California; Misses Eulalie Lasnier, Gladys Daley, Annette Standaert, Kathrine Henley, Mrs. Wood, the H. J. Whatmores, Basil Inslee and several others took the California trip—going down by boat; and quite a number of them went on down to Tia Juana from San Diego; and yet scribe got as far away as Phoenix, Arizona, taking in California points enroute. It was surely a year for lovely trips. Oh, yes, Vic Strauss is at present in California and was fortunate enough to see the game between Washington and California.

Mrs. James Currie, who remained in Chicago to visit with friends and relatives after her trip with Mr. Currie through the South, has recently returned to town accompanied by her granddaughter, little Miss Verneda Marie



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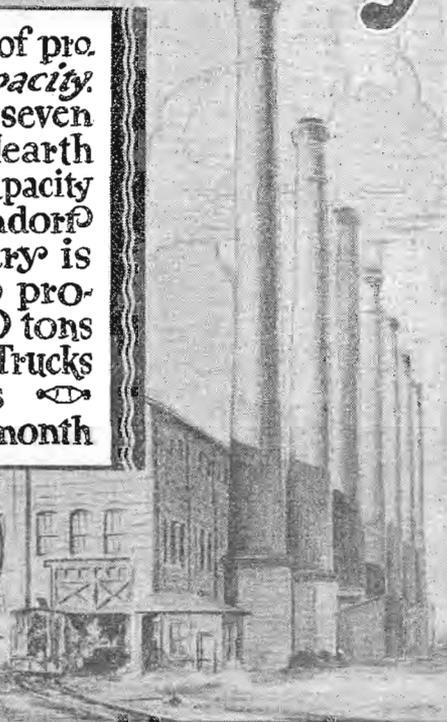
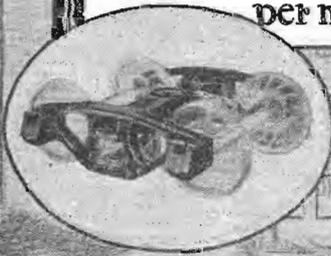
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OFFICES AND WORKS

BETTENDORF, IOWA

Mr. R. A. Johnson, of the treasurer's office, has become quite a radio fan; not only that, but started in to build them. For several weeks he has been tinkering on his new circuit, known as the Johnson Knockout. The other evening after working for several hours Mrs. Johnson called Rube about 1:40 a. m. and asked him if he had gotten anything as yet. He replied the only thing he could get was Chili and asked if she would please close the window.

Mr. Raymond H. Thayer has returned to the "Milwaukee" after an absence of two years and is acting as secretary to our new general manager, Mr. O. N. Harstad.

Mr. Richard W. Robbe, formerly in the general superintendent's office, is now secretary to Mr. Buford, assistant general manager.

There is more than one way to make the line. First of all she comes along with her hair beautifully dolled up, and then she gets her name in the paper. Just read this item printed in one of the Chicago papers not so long ago: "Miss Catherine Morrin of Room 802, New Union Station, says: Seldom do I miss Saturday and Sunday games when the White Sox are in town. Fumbles about second and short, and the inability of batters to hit in pinches, caused the loss of many a close game. If we get a short stop who can hit and field, two good pitchers, a utility infielder, and they play Barret in right field, I believe we have a chance for the pennant."

The girls of the comptroller's office gave a luncheon on Thursday, the 29th of October, in compliment to Miss Ruth Hannaca, who left the service on the following Saturday. The place cards and favors were black and orange, typical of the Hallowe'en season. The chief entertainment was the reading of birthday horoscopes which were so cleverly made up by Miss Grace Baldwin.

Mr. George Ubl and Matthew O'Brien of the comptroller's office attended the Nebraska-Notre Dame football game at Lincoln, Neb., on Thanksgiving Day.

Marie Donnelly, on arriving home late one evening mistook a pedestal for her brother. Now, just what is that a sign of?

Miss Sima spent a very pleasant vacation visiting relatives in Wisconsin.

The Engineering Department enjoyed the candy and cigars, the compliments of A. G. Holt, Junior, born to Mr. and Mrs. A. G. Holt, Oct. 26th, 1925.

Miss Ruth Anderson of Mr. Benson's office was married to William Karl, Sept. 26th. Congratulations are extended to Mr. and Mrs. Karl.

Miss Lucille O'Brien, who was hurt about a month ago, is getting along nicely and gradually gaining the use of her arm, but it will be sometime yet before she has full use of her hand.

Our rest room is now graced with a very pretty painting, the gift of Mrs. Field, and we thank her very kindly for it. Girls, do you remember way back when our rest room looked anything but inviting, and now since the C. M. and St. P. Women's Club has taken us under their wing it is a most comfortable place. Let us always try to have it an object of beauty and not be careless about throwing things about or marring the furniture.

After basking in the sunshine of Southern California for a month, the Misses Hazel Allexan and Vila Graves have returned to these cold regions. However, they say "there is no place like home," but will always keep pleasant memories of Grand Canyon, Catalina Island, California, and Mexico.

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## Coast Division

C. C. C.

Mr. George French, Agent at Ashford, spent a month in and around Cottage Grove, Oregon, hunting and fishing. He reports the killing of one deer.

George Hunt, brakeman on the Willapa Harbor Line, suffered a stroke of paralysis November 5th, while in Hoquiam. After treatment there he was able to be removed to his home in Tacoma, and we are glad to report, is improving very favorably.

Mr. D. E. Rossiter, our Superintendent, attended a Superintendents Staff Meeting in Butte, November 6th and 7th.

Mr. W. C. Hannenbergh of Mr. Lodge's office, Chicago, is with us again for a few weeks checking A. F. E's. Mrs. Hannenbergh accompanied him to the Coast. We know Mr. Hannenbergh is in love with the Coast, but he is too loyal to Chicago to admit it.

Miss Etta Twite, our obliging telephone operator, recently returned from a months vacation and surprised her friends by wearing a very pretty new sparkler on her left hand. We haven't the details as yet, but expect to soon hear wedding bells.

Mr. Grady Guthrie has taken a leave of absence and is enjoying a visit in Georgia, his home state. Mr. Ed Herzog is filling the vacancy in Mr. Cleveland's office.

Conductor Landon, and also W. E. Hale, lumber inspector, recently returned from eastern trips and report having had an enjoyable visit with our former Superintendent, Mr. F. C. Dow.

Agent C. M. Owens and wife, of Sumner, have returned from a trip East and South, where they visited with relatives.

Millic to Clara: Did you know Eddie's (Herzog) picture is on the Arrow Collar Box.

Mrs. A. Newell Wyllys (Alice Furro) of Long Beach, California is North on a visit with her parents, and also her many friends in the Superintendent's and Chief Dispatchers Office. On November 3rd, Mrs. Wyllys shared honors with Miss Margaret Olson, when the girls in the Passenger Station, entertained at dinner at the Hotel Winthrop and the theatre party at the Rialto.

The clerks Annual Winter Ball is scheduled for Saturday night December 5th, in the Scottish Rite Cathedral. This is one of the events looked forward to for many months.

The dance given by the Woman's Club, on October 19th at the new Odd Fellows Hall, was a great success. The music was unusually good, and every one reported having a good time.

Mrs. Clara Carratte entertained Saturday November 14th, at the new home of her mother in Puyallup, honoring Mrs. Newell Wyllys of Long Beach, California. The guests motored out to the Valley at noon and after lunch enjoyed a visit with the hostess, her mother Mrs. Field and the honor guest Mrs. Wyllys. Covers were laid for twelve.

Agent R. A. Kinnear of North Puyallup, and who owns the "The Old Homestead Inn" between North Puyallup and Sumner, has recently added a large dance floor to the Inn. On Saturday night Nov. 7th, Mr. Kinnear entertained thirty couples with a chicken dinner and dance, a great many of whom were Milwaukee employes, and all who attended report a fine time.

## Aberdeen Division

N. M. R.

On the evening of October 14th, Mrs. Byram, accompanied by Mrs. Kendall, Mrs. Williams and Mrs. Scott, organized the Aberdeen chapter of the Milwaukee Woman's Club. A ban-

quet in honor of our visitors was given at the commercial club, about 70 or more women were present. After the banquet the ladies were entertained by Mrs. Byram, Mrs. Williams, Mrs. Scott and Mrs. Kendall, their talks about the Milwaukee Woman's Club were certainly appreciated. We are proud to boast an Aberdeen Chapter—Watch us grow.

Fred Waters of the Time Inspection Department was a visitor at Aberdeen on Nov. 6th.

We are now busy welcoming our new Trainmaster, Mr. L. K. Sorensen and getting him acquainted with the division. Mr. Sorensen takes the place of Mr. R. C. Dodds who has been transferred to Sioux City. We wish them success in their new locations.

Viola Diestler, stenographer in the Superintendent's office for the past two years has resigned. We understand that she is going to be married soon, although the invitations are not yet out.

The open season for Pheasants is on and all hunters report that they get the limit, which is three birds per day. They are so plentiful that it is no trouble for the average hunter to get the limit each day. Bill Hohense better get out in the back yard and practice up on his marksmanship.

The first snow of the season fell on Nov. 4th and it is still with us. Time for "galoshes and heavies." The cool weather has also afforded plenty of parking space around the depot for automobiles.

Walter Goetz is wondering if he will ever get his car to look like an automobile again. A little Ford hit him amidst Wednesday morning and put his Buick in the repair shop. As usual the Ford was not damaged and drove away.

Payroll writer Meshek is taking on additional duties now that the extra gangs have been laid off.

Master Mechanic Hopp has just returned from a visit to Minneapolis.

Bob Young, our blacksmith was promoted to blacksmith Supervisor at St Paul recently. A number of his friends gathered together and gave a farwell party in his honor on Oct. 31st. We are sorry to lose Mr. Young, but we wish him success at his new position.

P. J. Knutson has now filled the position of stenographer in the Superintendent's office.

A number of Mr. Dodd's friends gathered at the home of Mr. Hopp Monday evening in the form of a farwell party for Mr. Dodds who was presented with a beautiful gladstone.

Trainmaster Dodds is now on his way to Chicago, says he wants to see the sights before going to Sioux City.

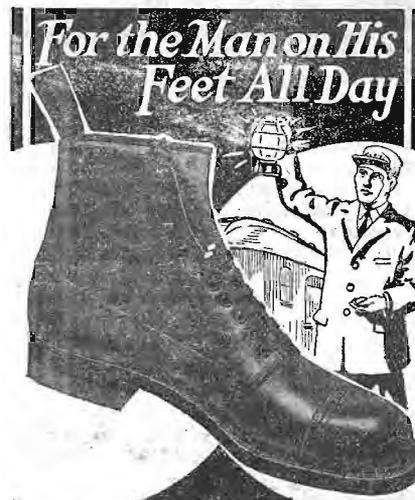
## Where the West Begins

By Maggie

H. W. Stroman and John Floyd Brown in company with Al Reich and Kim Petroff were pheasant hunting in Spinx County. We do not know how the hunting was but Stroman came back with a feather in his hat. Brown took a box of shells and two pockets full of rocks. Reiche broke his gun and borrowed a gun of Brown and Brown brought home the bacon with rocks and he is a better shot that way.

J. Keller and A. Arvidson attended a staff meeting at Miles City last month. We hear that they were called on for a song.

George McCusker and Miss Sue F. DeVine were married Wednesday October 21st, in the St. Patrick's Church at 8:00 P. M. at Ryan, Iowa. After an extensive trip thru Canada, New York and Washington, D. C. they will return



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to Moberge where they will make their home. Hearty congratulations from the Trans. Mo. Division.

Dora Anderson spent a few days in Minneapolis first of November in order to get her fur coat out of hock, and take in the style show. She also visited her mother in New Effington.

Mrs. Leo Middleton spent several days in Seattle and Chicago during the first part of November.

Jakie Rhinehart worked the Car Desk at Moberge from November 9th to 14th, relieving Red Ball.

J. G. McGuire and family have moved to New England for the winter.

We are glad to see that Chris J. Niemiller is back in Trainmen Service.

It looks like "Tuffy" Sloan has left us for good but we are waiting for him to come back from the North Line as he is sure to have a pile of money.

Mrs. Alva Price who underwent an operation at Moberge Hospital for appendicitis last month is rapidly recovering.

George Hilton spent a couple of weeks visiting friends at Seattle, Tacoma and Spokane last month.

J. P. Rothman and W. P. Moran were up and down the line for a week or ten days the latter part of October examining Agents and Operators on this division.

The Trans. Mo. Division have just received notice that they are to receive a certificate at their next Safety First Meeting at Marmarth by reason of taking first on the System in Safety First for the third quarter of the year 1925.

## Rail Rumbles From St. Paul

By Allen

Arthur Peterson is seriously ill with an attack of appendicitis. He spent about five weeks in a hospital, but we are glad to hear that he is now at home on the way to recovery.

I believe we all know now that Miss Larkin is afraid of mice.

It is said that Charlie Martineau spent one whole noon hour writing down names. Possibly he was figuring on crossing off of his list a number of Weenies now that Christmas is so near at hand. Good work Chas.

Irvine Conry is again confined to his bed and we trust he will conquer again as he has done in the past.

E. F. Fitzgerald is in the movies. A picture which showed recently at one of St. Paul's show houses had for its background our C. M. & St. P. Merriam Park depot. Mr. Fitzgerald could be plainly seen on duty.

Well we hope Santa Claus brings you all a sleigh full of happiness.

## Northern Montana Division

M. N.

Mike Brennen of the Track Department was taken very suddenly ill with pneumonia, and is now convalescent at St. Joseph's Hospital, Lewistown. We all wish Mr. Brennen a very speedy recovery so we can see his smiling face along the right-of-way.

Mr. George Clark, Section Foreman at Teigen, was in town for examination and seeing the sights of our big city. He reports lots of ducks hunting good. Mrs. Clark is much improved in health.

Miss Minnie Wolter, clerk at the Roundhouse, just returned from a very pleasant, though rather belated vacation. She spent two weeks visiting with friends and relatives in different parts of Nebraska.

Mrs. E. B. Cornwell and daughter Helen left the 5th., for a month's visit in the East. After spending a week in Milwaukee, they expect to visit in Chicago, Washington, D. C. and New York.

Conductor Thos. Sacket and Mrs. Buck of Montague, were married October 13th, in Great Falls. Congratulations Mr. Sacket.

H. L. Crandall, Dispatcher at Lewistown, and wife, have gone to a southern clime, account of Mrs. Crandall's health. A card from the latter from Macon, Ga. states that they think they will make that city their home. We all hope the change will prove beneficial to Mrs. Crandall.

The C. M. & St. P. Ry. Woman's Club held another dance October 24th, and the K. P. Hall was crowded to capacity. This is the second dance the Club has given, and everyone had a good time. We're all looking forward to the next one.

## Obituary

Friday October 30th, marked the passing of Mrs. Charles H. Koch, after an illness of many months. Mrs. Koch was the wife of Roadmaster's Clerk, Charles H. Koch, Lewistown; and was greatly beloved by all who knew her. Our deepest sympathies are extended to Mr. Koch in his bereavement.

## Iowa Division

Ruby Eckman

On the evening of October 27th, the thirteen year old daughter of Wilbur Williams, section foreman at Rhodes, while fixing the fire preparatory to getting supper, threw some kerosene in the stove on some live coals. An explosion occurred which enveloped the young lady in flames burning her so badly that she died a few days later at a Marshalltown hospital. The mother in attempting to render aid to her daughter was also badly burned about the face and arms. The sympathy of friends is extended to the family.

Theodore Overton, son of engineer W. J. Overton had the misfortune to lose a couple of fingers from his left hand in an accident which happened at Aurora, Ill. the fore part of November. The young man had been visiting his brother Don who lived at Aurora and had secured a position. While working about a stoker after hours he got his hand caught in such a manner as to sever the two fingers and otherwise bruise the hand.

Conductor William Simpson of the west division underwent an operation at the Washington Boulevard hospital in November. He had bruised his leg and the wound did not heal so the bone was scraped. Last reports were encouraging. His wife has also been at a Sanitarium at Elmhurst, Ill., taking treatment for an aggravated case of stomach trouble and is also reported as improving.

Mrs. D. E. McDevitt, mother of conductor F. H. McDevitt passed away at the family home on November 6th, following an illness for several weeks. Mrs. McDevitt and her husband had celebrated their golden wedding anniversary in 1921.

Mrs. Mary Wheeler, mother of Guy and William Wheeler of the Round house force, passed away at the family home, October 31st, following a two weeks illness with pneumonia. Burial was made at Madrid.

Chief Carpenter E. E. Clothier and wife attended the Chief Carpenter's convention in Buffalo in October and followed this with a trip to New York, Washington and other points in the East. They report a wonderful time.

The operator's job at Maquoketa was on bulletin for three months. Bruce Devoe bid it in and is now on the job.

Roadmaster M. Murphy's wife was out to Denver in October for a few weeks visit with her son.

Engineer Clarence Green, Conductor Clayton West and Brakeman Estle Clifton and their

families all returned home in November from Florida where they spent several weeks working on the Florida East Coast Railroad. All the men had their families with them but were glad to get word that there was work for them on the lists at Perry as Florida may be all right for a man with money but all three men figure it is no place for a man who has to work for a living especially if he has been trained for railroad work.

Some of the Perry railroad men who are hunters have been reporting some great feeds they had after a day duck hunting. Henry Hansjosten and John Wagner, two of the more enthusiastic of the hunters laid off and went to South Dakota during the open season for pheasants and returned home with the limit.

M. McGrath who has been employed in the B. and B. department for some time made several changes in October and November. First of all, Mr. McGrath acquired a wife, and shortly after was made foreman of the Pile Driver outfit which necessitated his moving to Perry, so he has a new home, a new job and a new wife all to enjoy. He is now nicely settled at Perry.

Leo Hurd and Jack Richardson are two new boys in the round house at Perry, both starting to learn the machinist trade. The vacancies occurred when Earl Groves a three year apprentice went to Dubuque to complete his trade in the shops there and Frank Wagner a four year man finished up his apprenticeship.

The Perry ladies who attended the Luncheon in Chicago reported a wonderful time.

The "At Home Editor" was out from Chicago November first to spend the day with the Perry Correspondent and other friends.

Operator Robert Fitzgerald, whose side line is raising pop corn, laid off for several days the first part of November to harvest his crop. "Daddy Fitz" can easily be called the pop corn king as he raises more corn than any one citizen around. He estimates his crop this year to be worth three thousand dollars and from now on he will be busy mailing packages as he sends it all over the United States and Canada. H. C. Krasche handled his job at Perry yard during his absence.

The Perry fireman were marked up and 4 and 3 between Savanna and Perry for three months commencing November first according to an agreement between men. The Savanna men have been on the run but since one run was discontinued the mileage has to be split to be equalized between the divisions.

Stanley Rouse, a Perry boy whose father, W. A. Rouse was in the store department for many years, has been making a name for himself in football circles. Rouse has been referred to as a sensational find for the University of Chicago, at which institution he has been attending school for a couple of years.

The last of October a special train was operated over the Iowa division for the Carnation Milk Company with their herd of cattle which they were taking to Portland, Oregon for exhibition purposes. The handling of the train was satisfactory to the producers of the famous brand of milk as they so advised the Milwaukee officials after leaving the road.

Engineer George Saucer was down to Excelsior Springs the latter part of October for a couple of weeks. On his return he marked up on the 8 A. M. switch engine job in Perry yard while engineer W. D. Rait who is regularly assigned to it, took a vacation and went to Pennsylvania to visit his son Don.

Fireman Fred Schloc returned the latter part of October from a very pleasant trip of several months to his old home in Hamburg, Germany. Fred visited his old home for the first time in fifty years. He has some sisters and nieces and nephews living there who made his visit most pleasant. Fred had expected to leave soon

### Dubuque Shop Jingles "Ossie"

At the Woman's Club Grand Rally—  
We were there? We were there!  
And U can bet Dubuque held down first place;  
All the other Chapters in the Land  
Were there, and represented in good grace.  
In YELLOW CARS we traveled there—  
One hundred women strong (I weak member)  
They called our car a "SLEEPER"  
But no one slept for long.  
We enjoyed just every minute—  
Going there and Coming back  
Oh, I tell you not one moment  
For amusement did we lack!

Roy went out to the Hursey Hotel  
And stayed all night, did he;  
And Raymond brought him in next morn  
In his little car—Fordiee.  
Those two boys are some sporty chaps;  
They took some girls to dinner  
And found a table by themselves,  
I say a chap like that's a WINNER.

Eddie has found the Police Court  
A good place for grievances—NOT  
He claimed he got his fender broke,  
But Judge—he claimed the pot.

Dubuque Chapter, Woman's Club (once more)  
Gave a LADIES MINSTREL SHOW.  
Were you there? Were you there?  
If you missed it, you sure missed a lot of fun;  
It was rare; it was rare!  
Oh those girls dressed up in colors  
So becoming, bright and fine.  
With their songs and jokes and dances,  
were certainly divine.  
The Interlocutor Queen, they say  
Played her part very well  
(Of course I cannot say she did—  
'Cause that would sound like h.....)  
And Aunt Jemima, Oh my sakes  
The line she put across  
Was sure a dandy, you can bet—  
If you missed it, twas some loss.  
(Please note: WE ARE OPEN FOR EN-  
GAGEMENTS.)

Dear Santa Claus—  
As you will be coming to see us once again;  
please listen to the wishes and wants of our  
poor men. Jack Murray wants a Morris Chair  
for long sessions made real soft, and Jim C  
a kiddy car so he can file—his "MARMON"  
in the loft. Al Sanders wants some roller  
skates and Graff some BIG shoes; Jim Smith  
don't want a single thing, unless 'twould be  
some.....fishing tackle. (Signed) Q.

### Chicago Terminal Doins Guy E. Sampson

Well here it is the 14th, time to get busy  
and write a few things for our readers so they  
will know what is going on here. Wonder what  
we wrote last month, let's see, can't remember  
and the Novembbber issue not as yet arrived.

Well switchman Eugene Lewin says they have  
a new daughter at their home and Harry Miller,  
car department employe announces a son at  
their home. Mothers and babies fine and dandy.  
Congratulations. Oh, Yes cigars were fine.

The foundation is laid and workman are  
busy as a hive of bees erecting the new 150  
foot smoke stack for the new power house at  
Bensenville round house, The new building  
will soon be started and when completed will  
fill a long felt want.

All buildings at the Bensenville round house  
are getting a new coat of paint even to the coal  
shed; sure makes everything look fine.

Business in Chicago terminals is holding up  
wonderfully and Sunday Nov. 1st was another

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record breaker the total number of cars handled that date was 8152 the biggest days business in the history of the terminals.

A monster locomotive, known as Lima Engine No. 1, has been doing its stuff around this neck of the woods the last month. This engine made several trips hauling freight trains on both the Ill. and C. & M. divisions and also a trip on No. 1 and 4 between Chicago and Minneapolis.

Wm. Rands, Chas. Standard and Leslie Knowls recently tapped a keg of paint and began at once to apply it on the interior walls of the Ladies new Club house. Other male members of families represented on the membership roster of the club followed suit and—well what's the use of spoiling the ladies story relative to their new club house for we feel sure they will give our readers a write up that will make all those who took part in the work feel well paid for the time spent in assisting the club to obtain such beautiful quarters.

Yardman Don Smethurst was called to his home at Wauzeka, Wisconsin by the serious illness of his father. Last reports his father was much improved.

Night General Yardmaster Jas. O'Keefe recently visited his mother in Madison. Mrs. O'Keefe is suffering from an attack of rheumatism.

Wm. Bishop, Thor Kleven, Lyall Sampson and Chas. Scherer all took advantage of the nice days that followed our October snow storm and applied a coat of paint on their houses.

### Splinters from the Wooden Shoe

*Bronnie*

Marvin Christensen and wife from Channing, Mich. visited in Green Bay during October.

We all hope for Mrs. Adolph Monsen's speedy recovery, who has been ill at Rochester, Minn.

Adolph Hubert, Boilermaker helper is on the sick list.

Emil Hubert laid off for a week to build a garage. After a whole week of hard labor, Mr. Hubert cranked up the car and was going to run it into the garage when to his sorrow he finds that he has built the garage too small. The car is 14 feet long and the garage is only 12 feet long.

We wish to extend our most sincere sympathy to Mr. John T. Hanahan due to the loss of his wife.

Mrs. Matt Kennedy visited her mother at Moline, Ill., combined with the trip for the C. M. & St. P. Woman's Club Luncheon at Chicago, Oct. 23rd.

Sympathy is extended to Mrs. M. W. Kerr account the loss of her husband. Mr. Kerr has been in the service of the C. M. & St. P. Ry. Co. for 30 years, most of this time being spent on the Menominee Branch. He has always been a faithful employe and will be missed among his fellow employes.

Nathalie Hart, daughter of Traveling Engineer W. H. Hart, was married at Milwaukee on October 22nd, 1925. Congratulations.

Understand Day Baggage man H. F. Moger is going to Milwaukee to attend the Poultry Show Mr. Moger is a great lover of chickens?? and wants to get all the ins and outs on raising them.

Carlton Matthews we understand is going to be married next week. Of course, this is only heresay, but all indications are that Carlton is again lost in the land of love. Just a minute—just got a notice that it has been called off indefinitely.

Agent Juttner from Sidnaw is getting quite thin account of losing his can opener.

The "Indoor Hunting Club" which is composed of Mr. A. B. Worthing, Chief Dispatcher,

S. W. Willard, Yardmaster, M. E. Hastings, Agent and H. M. Ball, Local Merchant at Channing, was joined by the "Boys of the 101 Nights of Conductors" Walter Lear, Edw. Kurth and Elmer Linderman, took a trip to the land of Paul Bunyen in the Parkey Pine Mountains to hunt deer. Hi Power and Peanuts remained at home. Lots of good ships list in the fog around Union Bay each season (?).

Harold Tobin and Wm. O. Podesta are Spur 294 bound to hunt. So soon after the Honey-moon Bill. Valet John Del Santa is with them.

Agent Buswell of Amasa is on the sick list. We are getting a new main line at Ontonagon.

Wonder when we are going to get our new yard at Channing. One farmer reports that he had to shoot all his cattle account of them breaking their legs on the numerous stakes planted there by the R. R. Engineers in the last five years.

Simon Johnson, our capitalist boilermaker, has another business under his name in the shape of a nice Cash Grocery Store and Meat Market.

See Monte Carlo is again budding forth.

It is quite a race between Fireman Jonas and Engineer Quarters to take over the Wells Drug Store.

Storekeeper Harding Johnson is taking up nursing at Milwaukee week ends—how long a course is it Harding?

Capt. Stephenson threw away his magephone and is using Axel to do his calling for him on the Escanaba Ore Docks.

Dispatcher Peter Maierle is relief man at Channing while A. B. Worthing is on his hunting trip. Hurry back to Green Bay, Peter as we miss you. Not only us but another little girl looks lonesome and blue.

We sold Engineer Peter Jenny a ticket to a Sale and Supper that the C. M. & St. P. R. R. Woman's Club gave at Green Bay. On asking Pete for a report on the supper he said everything was fine, but he wished they had given him a piece of pie as the sample was very good.

### Sioux City & Dakota Division

*H. B. Olsen*

Mr. L. F. Donald, who has been trainmaster at Sioux City for the past two years, was recently appointed as trainmaster at the new St. Paul Terminals and is succeeded by Mr. R. E. Dodds, who comes from Aberdeen. We regret very much the loss of Mr. Donald but his continued efforts in getting results has won for him the new position in which we wish him the best of success.

Mr. Dodds, our new trainmaster, comes to us highly recommended and is quiet well known on the division as he at one time worked as telegrapher on the I. & D. division. You are very welcome to the large S. C. & D. family, Mr. Dodds.

The first snow storm of the season, and one of the earliest in years, caught some of the members of the superintendent's office unawares. Helen Flynn's Ford, without the warming influence of alcohol, froze up and had to be towed to the garage. Our Comptometer cperator, Miss Bessie Jacobs, sent out a "SOS" saying that her car refused to plow through the drifts. We, of the army of those who walk, dug out our overshoes and red flannels and braved the storm. We all hope the present weather which has removed almost every vestige of snow, will continue for some time. However, despite the cold, the north seems to be the place, for our engineer's time-keeper, Clyde Downing, with his wife, after a month's sojourn in the sunny South, decided that he

liked old Sioux City the best, and we are glad to have him back with us.

Miss Anna Hanson, our assistant, along with Mrs. Burton Johnson, who was enginemen's time-keeper in the absence of Clyde Downing, attended the Women's Club banquet in Chicago and reported having a wonderful time while there.

We are wondering if Bob Hoberg, the heretofore invulnerable, has finally been pierced by one of Cupid's darts? That expectant smile on his face, when the phone rings around noon hour, along with his super-good nature, all add to our suspicions that such is the case.

Our chief clerk, G. H. Rowley, returned from a two weeks' vacation in Chicago and Mitchell, although he is not of the opinion that time spent in a dentist's chair should be considered as such.

Condr. "Buck" Jenkins seems to have been born under a lucky star, at least the raffels he has been taking numbers on won him an electric clock and a sewing machine. "Buck" says no chance for him over-sleeping any more.

The western part of the S. C. & D. Division was the mecca for hunters from all points of the compass the first part of November, when there was an open season on pheasants. Yes, we too think what a shame it is to kill such beautiful birds until we sink our teeth into a delicious morsel. Supt. Bannon was seen walking up the street with a package under his arm, from which dangled pheasant feet, and the floors of the baggage cars were a riotous mass of color where the beautiful birds lay.

Switchman Olé Anderson, Sioux Falls, lost one of his fingers having jammed it in a switch-stand.

"The Arrow" is now known to be the most popular train between Sioux Falls and Chicago.

Mr. L. B. Faltinsky has been appointed general car foreman on this division. Mr. Faltinsky really needs no introduction on the division, for he has held responsible positions on our railroad during the past several years, he comes highly recommended and it is with great pleasure that we welcome him amongst our midst.

When Bob Dove and wife left Sioux City Sunday, October the 4th, they were quite surprised to learn that an unruly mob had been to the train the evening before. 'Twas strange because there was no such crowd Sunday evening. We cannot understand why a bunch would want to come down to see a train pull out when a good many of those in the crowd were railroad employes and ought to know what a train looks like. Well, it's a guess they wanted to ship out some rice via the Milwaukee.

We regret Supt. E. H. Bannon has been confined to his home by illness, but present reports find he is recovering rapidly and will soon be back on the job.

Station Baggage man John Bell and wife, Sioux Falls, are spending a week near Madison, S. D., and we have it that John is husking corn to get into condition to withstand the hard predicted winter which is before us.

Mr. W. E. Mooney, of the Sioux Falls freight house, together with his family motored to Sioux City last week.

Nick Kelley, of the Freight House Dept. at Sioux Falls, surely slipped one over on the bunch and, when it comes to secrets, "Nick" is right there. Some time in July, 1925, Mr. Kelley and Miss Helen Handy of Sioux Falls were married, no one ever knew of this until just a few days ago when for some unknown reason it leaked out. Freight house Foreman Leonard Mostyom states that it was necessary to put Nick through the third degree to get the facts. Cigars are in order and congratulations in line.

Willie Vandervoort, Platte warehouseman, has been hunting pheasants with his new cannon and reports very good luck.

Conductor Willie Green is back on Nos. 97-98 after a month's vacation.

Freight Agent W. D. Griffiths, Sioux Falls, was painfully injured Oct. 31st, while putting up storm windows at his home. The ladder which he was using slipped from its footing and in falling, broke his right arm, fractured his nose and was bruised otherwise about the head. At present writing Mr. Griffiths is up and around and mending nicely, which we are very glad to learn.

Train Baggage man Zane Jenkins does not really know how it happened, but he accidentally ran over his own dog with his car, while the dog escaped serious injury, Zane cannot figure out "how come."

Boilermaker Ed. Crane, Sioux Falls, enroute to the hunting grounds accompanied by Harry Flaskey, round house laborer, were forced into the ditch by a road-hog and as a result Mr. Crane was quite badly injured. Mr. Flaskey escaped without a scratch.

On October 10th, Engineer and Mrs. Jim Hubbs celebrated their twenty-fifth wedding anniversary. A large crowd of relatives from various parts helped them enjoy the occasion, which was one well worthy of mention.

Mrs. Lloyd West and son Bobbie visited with home folks at Egan, S. D.

Judge "Omar" Wells of the round house, Sioux Falls, has his "Dawes" underslung pipe in the shop for repairs. Olse Olson has agreed to make the necessary repairs.

We wish you all a merry Christmas and a happy New Year.

Fullerton Ave. Building

J. T. Griffin

What memories were brought back while standing at attention for one minute on Armistice Day in the ticket auditor's office, Grall and Carrow at Consenvoy, France, celebrating within a mile of each other, and not knowing it. Detloff and Richardson enroute to the U. S. A., the first on the U. S. S. Nerens steaming into Bayonne, N. J., the entire crew working like mad to dock the ship in order to mingle with the celebrants; the second on the N. S. S. Sikola steaming for New York; A. Naatz on the U. S. S. Arkansas laying at anchor with the battle fleet in the Firth of Forth, Scotland, unable to go ashore but celebrating aboard ship. Zapotochy in the mud somewhere between Verdun and Metz and Dryer aboard the U. S. S. Wilmette docked in a slip off Grand Ave., unable to go ashore to a city gone mad with relief, that the war had ended.

Who is the Merry Widow of the freight auditor's office.

Emma Laatje, freight auditor's office, is wearing a very pretty diamond engagement ring. Congratulations.

E. A. Ludwig has told us that the brakes on his car have been adjusted, so now the surface lines need have no fear of having their cars knocked off the tracks.

About three years ago a certain agreement was entered into by five girls of the car accountant's office to the effect that the first girl to be married was to entertain the ones she left behind, and the first to violate this agreement was Helen Mischke, and she entertained the Misses Moss, Piefke, Johnson and Freida Hinkel, at a chicken dinner at the Moulin Rouge Cafe. Who is the next one of the crowd to go?

We have it from good authority that W. J. Gillis, freight auditor's office, is going to take up the latest Charleston craze. He has been watching his girls giving exhibitions of this dance each day during the noon hour and Bill

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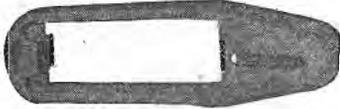
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thinks it's a wonderful dance. It reminds him of the good old days down South.

Miss Clara Mondry and Miss Rose Ewald, car account's office, are receiving the congratulations of their friends, both girls are wearing diamond engagement rings.

On October 15, Mrs. Radtke (formerly Olive Streiber) entertained a number of friends at her home, Miss Anna Seipp, Agnes Johnston, Hazel Dillion, Naomi Johnson, Mary Kelly, Esther Mueller and Edna Schuneman of the Computing Bureau spent a very pleasant and enjoyable evening.

They say the girls have quit removing their eye brows so it is about time the Freight Revision Bureau's able rechecker permits his Van Dyke to grow and not remove those imaginary hairs minutely. Let them grow, Jim, until we see what they look like.

R. D. Marsh, auditor station accounts office, and T. D. Fitzgerald, auditor overcharge claims office, are wintering at Seattle.

It is getting to be a common occurrence to see several of our railroad magnates of the ticket auditor's office, Art Dwyer, Tom Fitzgerald, Pete Meyer and Malcolm Fleming attired in the latest collegiate styles almost every Saturday afternoon. These hardy "rah rah" boys brave snowstorms and cloudbursts to see their favorite football teams in action.

Miss Mable Arfquist and Mr. Robert Smith, residents of Chicago, met Feb., 1923. A courtship began Armistice Day, Nov. 11, 1923—engaged Oct. 22, 1925, and they are now receiving the congratulations of their friends as Mable is wearing a pretty diamond ring. Congratulations.

Sick room bouquets were sent by the Employees Assn. to the following:

Coral Grosinger, car accountant's office; Anna Kurth, car accountant's office; Katherine Gillespie, ticket auditor's office; Mary Kelly, ticket auditor's office; Lyman Moyer, auditor overcharge claims office; A. J. Benson, auditor overcharge claims office; Alvin Payne, auditor overcharge claims office; Albert Severson, freight auditor's office; Ida Ruchman, freight auditor's office.

The officers and employees extend sympathy to:

Christine Kell, death of father; Horace McRoberts, death of mother; Sylvia Severson, death of sister.

Big doings among the girls of the controller's office on October 29th! We thought it was a Hallowe'en party, but while we were enjoying a fine spread, Anna O. surprised us by reading the following rhyme, composed by Mr. Leyns, our office poet:

Last week, 'twould never have done, I fear,  
It's personal—quite—but the time is near,

### Dubuque Division

J. J. Rellihan

Agent F. M. Intlekofer has resumed work at Waukon after an absence of two months, during which time he submitted to an operation at Rochester. He has experienced some trouble ever since he had the "flu" in 1919, but is again 100%.

Pump repairer Herman Rudnick located at McGregor, was united in marriage to Mrs. Teletha Mae Gallaher on Wednesday, Nov. 4th. "Dutch" is quite popular among the employees on this division all of whom wish himself and bride a happy matrimonial voyage.

Tom O'Rourke's extra gang is working at present on the Spechts Ferry section which is being relaid with 100 pound steel.

After an absence of about six weeks Baggage-man Sam Hess has returned to his duties on runs No. 3 and 4.

L. E. Dunham, Condr. on one of the time freights has been off duty for about two weeks, suffering from a severe cold.

Agent H. A. McKinney went to Minneapolis Nov. 13th to be present at the football game between Iowa and Minnesota on the following day. M. H. Murphy was in charge of the station at Lansing during "Mac's" absence.

On account of the additional business being handled at Marquette an addition was necessary in the forces at that point. L. B. Beckwith was appointed General Yardmaster.

Joe Gerkey who had charge of the station of Waukon during the absence of Agent Intlekofer had his teeth removed after being relieved and as a result has a pretty sore face and at this writing is unable to resume work.

Conductor Paddy Handley has restored his rights on the north end of the division, having charge of a Minn. Ry. Com. Spl. on the Preston Line one day last month.

Trainmaster W. J. Whalen was called from Joliet to attend the funeral of his father-in-law at McGregor, who died last month. While he was so close to home "Bill" took the occasion to run up to Lansing to visit his father and mother.

A coal observation meeting is called for Nov. 23rd at Dub. Shops. The Dubuque Divn. made the best showing in coal for the month of August of this year.

Gen. Car Foreman, F. A. Shoulty, "Bowly" Ickes, Chief Clerk in the D. F. & P. A's. office and Staton Baggage-man Ed. Powers took a day off and went up in the vicinity of Harper's Ferry, where Mr. Powers is well acquainted, for a day's hunt. They were quite successful, taking back a good sized bag of squirrels and rabbits, but were the most tired bunch that ever tried to board a train. The amount of ammunition that was used on this expedition would have lasted the United States Army for a week. On one occasion a little red tailed fox squirrel climbed a sapling to get out of reach of the warriors and "Boley" shot 14 times but failed to bring him down, then Powers took a shot at it with the shot gun, and when everything else failed Mr. Shoulty finally had to knock it down with a club. Towards the end of the day Mr. Ickes introduced a new style of hunting that he calls "still" hunting. The way this is done you confine your territory to about ten square feet and sit on a rock and let the game come to you. While Boley was on this so-called still hunt a rabbit showed up and was fired at on close range, but the carcass could not be taken home as the poor beast was annihilated.

The many friends of J. P. Whalen, formerly R. M. on this division, but now employed in the same capacity on the Madison Divn., will be pleased to learn that on Tuesday Nov 3rd, he was united in matrimony with Mrs. Irene Gremore of Prairie du Chien. The happy young couple are spending their honeymoon in the East, after which they will make their home at Prairie, having the best of wishes from Jack's many friends and acquaintances.

At a meeting of the Order of Railway Conductors in Dubuque last month Condr. V. K. Clark was elected Local Chairman, Condr. Kearney who has held this position for a good many years and gave the men in his department the best of service, gave up this work on account of his headquarters being in LaCrosse now. Mr. Clark is quite familiar with the work and should prove a valuable man for the Conductors and a worthy successor of Mr. Kearney.

Considerable of the switching has been cut out at Dubuque Shops, and this work is now being done at Marquette, and when the work is done at the latter named station a main line change is all that is necessary for ring crews at Dub. Shops. A water plug has been put in at the coal shed and No. 66, the time freight can now be got out of Dubuque in 15 minutes.

In a recent letter from Frank H. Allard, he states that our old friend and former Supt. Mr. J. W. Stapleton, stopped in at the General Offices in Chicago on his return trip from Europe to his home in California. It has been his intention to make a trip over this division to renew his acquaintances with his former friends and co-employees, but owing to the fact that his daughter was not in the best of health he was anxious to get back to Los Angeles. Frank reports Mr. Stapleton as enjoying the best of health, and just as active as when he was on this division, and during their visit Mr. S. expressed a very kindly feeling for all the boys whom he had for so many years been associated with, and wished to convey to the men his kindest personal regards and regretted that conditions at this time would not permit him to get to the division to see them all personally. And now I'm allowed to spill the beans.

I'll give you one guess just what that means! There's a girl not a thousand miles away who will soon be speaking to 'name the day.' She's concluded, I guess, that work is a bore—Thinks 'matrimony' means 'work-no-more' (?) (I'll put a question-mark after that last.) But she leaves the Milwaukee Saturday, that's cast.

And "Harry" and "Mark" and "Ed," forsooth, Will have to look far for another like *Ruth*. She's going to be happy, I have a hunch. *Good luck!* No troubles but 'small ones'—

—THE BUNCH.

Ruth Hannaca is the girl in the case. We don't like to see her go, as we have come to think a lot of her during the past year. We hope she will be very happy in her new role.

#### CARD OF THANKS

We wish to extend our sincere thanks and most sincere appreciation to Chicago Terminal officials and employes for your kind words of sympathy and beautiful floral offerings tendered on the occasion of the death of our beloved mother who passed away November 8th.

(Signed) Frank J. Swanson and Family.

#### From the Banks of the Wabash Roberta Bair

On the evening of October 30th, a banquet was served in the dining room of the Terre Haute House hotel in honor of W. A. French, roundhouse foreman at Bedford, who resigned to go into commercial business at Farmington, Minn. About 30 officials of the road attended the banquet and helped to make Mr. French's farewell a happy affair, long to be remembered. Our best wishes go with Mr. French in his new venture.

Friday evening, October 30th, the Milwaukee Social Club entertained with a masked Halloween dance at Beason's hall, 25th and Main streets, Terre Haute. Music was furnished by the Pearce orchestra and refreshments consisted of marshmallows, individual pumpkin pies and cider.

Some of the Milwaukee employes are wondering if Ethel Dick is going to start farming as she was seen standing at the corner of 7th and Main streets, Terre Haute, one bleak night with a full grown ear of corn in her hand and we wonder if she wasn't just a little bit jealous.

Miss Marie Stwalley, comptometer operator in the Division Account's office, entertained with a delightful dinner dance at her home in the Griffith apartments on Thursday evening, November 5th, in honor of her guest, Miss Ada Smith of Chicago. Covers were laid for the following guests: Misses Blanche Centers, Lora Slinkard, Marie Tuemler, Alma Hampton, Carrie Edwards, of Rushville, Ind., and the honor guest, Ada Smith; Messrs. Howard Stewart, Henry Denzler, Hugh Bragdon, Ed-

ward Knuckey, Tom Fitzpatrick, Everett Richey and Ray Oberholtzer. The music for the dance was furnished by Pearce's Entertainers De Luxe.

Miss Marie Miller recently accepted a position as stenographer in the Superintendent's office. Miss Marie came to us from the Chamber of Commerce and we welcome her in our midst.

V. E. Engman, chief carpenter, and wife attended the Bridge and Builders convention held at the Statler hotel, Buffalo, October 20-22nd.

October 26th, the office of J. H. McDonall, trainmaster, was moved from the Rea Building, Terre Haute, to West Clinton.

Mrs. Alvin Jones, wife of chief clerk to Trainmaster, is convalescing at her home, after an operation for the relief of acute appendicitis.

We are glad to report that Miss Alice Church, payroll clerk in the Master Mechanic's office, Hulman Street, Terre Haute, is back on the job, after an operation at Union Hospital.

We are pleased to report that M. J. Murphy, roadmaster, who has been quite ill with pneumonia at his home in Bedford, is able to be around the house and we hope soon we can report his complete recovery.

Leo Huberta, timekeeper, we are told, is contemplating travelling in a double harness. Leo recently purchased a car and of course now has a steady girl.

The past presidents of the ladies auxiliary to the Brotherhood of Locomotive Engineers from both divisions 29 and 441 were delightfully entertained with a 1 o'clock dinner at the home of Mrs. Viquesney on North 9th Street, Terre Haute, November 5th.

The ladies auxiliary to the Brotherhood of Locomotive Engineers held a rummage sale the latter part of October at 2nd and Ohio streets, Terre Haute, for the purpose of replenishing their treasury and report proceeds from their sales of \$60.00.

#### West Clinton

The correspondent said not to forget West Clinton—will say we would like to forget it but our creditors won't let us.

Geo. Bain says he has the best hunting dog in this part of the country.

Brakeman John Banta is back on the West Clinton board, having spent several months down at Bedford.

Car record clerk, Claude Silkwood, who comes from Missouri, is very fond of wild game, and is very anxious to secure for his Xmas dinner a coon, to cook with sweet potatoes. Wisconsin readers please note and don't forget West Clinton.

A. M. Jones, clerk to Trainmaster J. H. McDonall, has moved his office to West Clinton. He hasn't expressed himself how he likes his new surroundings, but we hope all right.

R. W. Males worked as yardmaster several days during November while Mr. Kelley was off duty. Guess Guy was waiting until the ground froze up before coming to work.

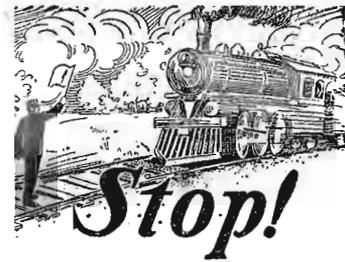
First trick yard clerk, Fred Stephenson, has been working pretty steady since he disposed of his coupe and quit taking mercury tablets.

We are trying to find why demurrage clerk, C. H. Dietz, was not at work on Nov. 8th. He says you will never know.

Chief Clerk F. C. Correll came to work the other day wearing a fine new mail order suit.

The new bank at St. Bernice opened its doors the first of November, and is quite an asset to our growing town.

Bill Clerk H. T. McCown is some gridiron fan. Someone said he drove down to Jasonville, fifty miles, to see Jasonville "Tornadoes" play Dayton, on Nov. 15th, and it was sure a bad day.



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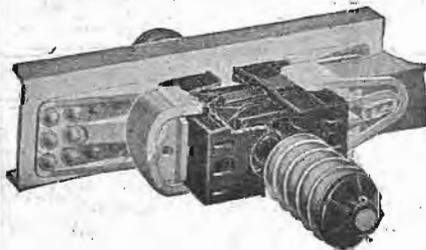
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## Idaho Division Notes R. C. P.

Geraldine Anne, 8 pounds, arrived at the home of Chief Clerk and Mrs. W. T. O'Reilly on October 21st. Billy says the more the merrier and, no doubt, believes so as Geraldine Anne has five little brothers and sisters and the treats were good.

Agent and Mrs. J. H. Vassey of Manito have returned from a month's visit in Chicago, Kansas City and other points.

Dispatcher G. A. Rossbach was laid up for a couple of days recently with the flu. This is the first time that the oldest inhabitant can recall that Gus was absent from his duties on account of sickness.

At the present time he is acting "Chief" while Mr. P. L. Hays is conducting rules examinations on the line.

Dr. Dallas J. Reed of Missoula, Montana, and Miss Bess Rocek of the B. & B. Dept. of Spokane were married at Deer Lodge, Montana, on November 9th. "Doc" was located at St. Maries at one time with the B. & B. Dept. and has a host of friends on this division and Bess has a friend or two also, I'd say.

We all wish them every happiness.

They will be at home to all their friends in Missoula, Montana, soon as a clerk has been appointed to relieve Bess in the office here.

Mrs. E. F. Rummel, president of the Milwaukee Women's Club, left on No. 16 for Chicago, October 26th, to attend a staff meeting of the Club.

Miss Zelta Case was absent from her duties in the superintendent's office for a few days on account of serious illness. She has recovered, however, and is back on the job. G. A. R. says that Zelta had a red headed doctor for a beau.

Mrs. R. C. Roberts, wife of Brakeman Roberts, passed away at St. Luke's Hospital, Spokane, November 4th, 1925. Sympathies are extended.

J. V. Harrison, who was a brakeman on the St. Maries-Elk River line, died suddenly November 8th at St. Maries from an internal hemorrhage.

Mr. Harrison has spent about five years in Oklahoma in an effort to build up his health and had returned to work about a year ago, believing himself physically fit.

The Emerald Creek log turn around and tramp logger between St. Joe and Plummer Jct. has been pulled off on account of closing down most of the log operations for the winter.

Operator Ed Dahl of Malden has a new Star sedan.

R. H. Foreman, H. H. Stewart of Malden journeyed with his gun into the woods of Northern Washington to bag a big fat deer and returned with his gun.

Engr. H. H. Hass has purchased a fine new home at 1614 South Latawah Avenue in Spokane.

Mrs. H. D. Stephanson, wife of Operator Stephanson of Manito, Wash., passed away at their home in Spokane October 30th. The division extends sympathies to the surviving family.

Well, the old "Mitch" is no more. Fred Washburn traded her in on a new Studebaker special six coach. No more will Freddie's little mouse find warmth in the upholstery. Nor the bluebirds build their nests out of the ravelings of the dear old top. Memories of many a happy jaunt filled Fred's mind as the dealer drove the old faithful away and it was with tears in his eyes that he saw the ancient vehicle depart. Another martyr to progress. Fred, these things must be. Content yourself with the new and maybe in due time you will be able to weave a spell of romance about the coach in spite of its now dignified appearance.

Miss Gertrude Alden of the chief dispatcher's office has returned to work after a prolonged illness.

Roadmaster A. W. Hervin of Malden was very much excited all through the football season. He was a member of the Washington First squad a few years ago and presume that accounts for it.

Mr. and Mrs. H. H. Stewart have returned from a few days visit in Tacoma with Mrs. Stewart's parents, Mr. and Mrs. Otto Schuetze.

Engr. Marre and Condr. Shaughnessey with an N-2 engine, No. 9600, moved a train of 4,500 tons from Malden to Avery, a distance of 109 miles of one-half to one per cent grade in 11 hours and 25 minutes on November 15th. This was a remarkable run, considering the temperature about 45 above, and also a stop of about 45 minutes in St. Maries taking oil and water and also the crew having their meal and a stop of 20 minutes at St. Joe cooling a hot box on cars.

## Othello

Inspectors Crider and Hodson spent a few days in the wilds of Northern Washington hunting deer. Still as many deer roaming the woods as there were before they started their trip Hodson claims Crider was lost and was yelping boo hoo when he found him. Crider claims he saw a bear, but Daniel Boone Adams states it was a snow shoe rabbit track.

Saw Condr. Hennessy and Opr. Morrow in close conversation and the report now is, Morrow buying a Chivvy as the Buick lost its rep, when Morrow has to walk back from Pasco.

Chief Dispatcher Hays examined the boys at Othello the other day, also gave explanation of all rules and a short talk on safety.

Inspector W. A. Pease spent a few days with us with the intent of outlining a plan whereby the preference cars would be lined up in our time freights and expedite their movements through to destination.

Supt. Rossiter, of the coast division, spent the week end at Othello but Supt. Rummel and General Freight and Passenger Agent Warner of Spokane, hearing of how he was enjoying the day, came down to visit with him.

Condr. Freeman is now working between Malden and Othello and we understand he is setting bad examples by telling Tim Linehan his different experiences about how easy it is to sell autos.

Special Officer Daly has returned to his duties after taking a trip to points in the Middle West. Frank states Washington looks good to him. Officer Bliss of Marmarth relieved him while he was off.

P. F. I. B. C. Root transferred to Spokane the first of the month. Harry Dietrich taking Othello. Larry has not been able to get Ben's code words down pat yet.

Clerk Julien Pession is singing and whistling, I'm married now, since he and Miss Frances Thompson stole a march on their friends and were married. Julien has received advice in regards to the duties of a married man from each and every employe and should be well versed in that line if he has listened to all of them. He states, all he lacks was what advice Dick Wende would have given him had he not transferred to the I. C.

Storekeeper Ellis returned from the staff that was held at Milwaukee. Sleeping Car Condr. Allen reports they are putting new rugs on the through trains but postponed same until after Condr. Pete Gallagher gets his new suit, as he would wear them out too soon strutting back and forth through the train.

Andy Hayes has taken over the duties of P. F. I. at Malden.

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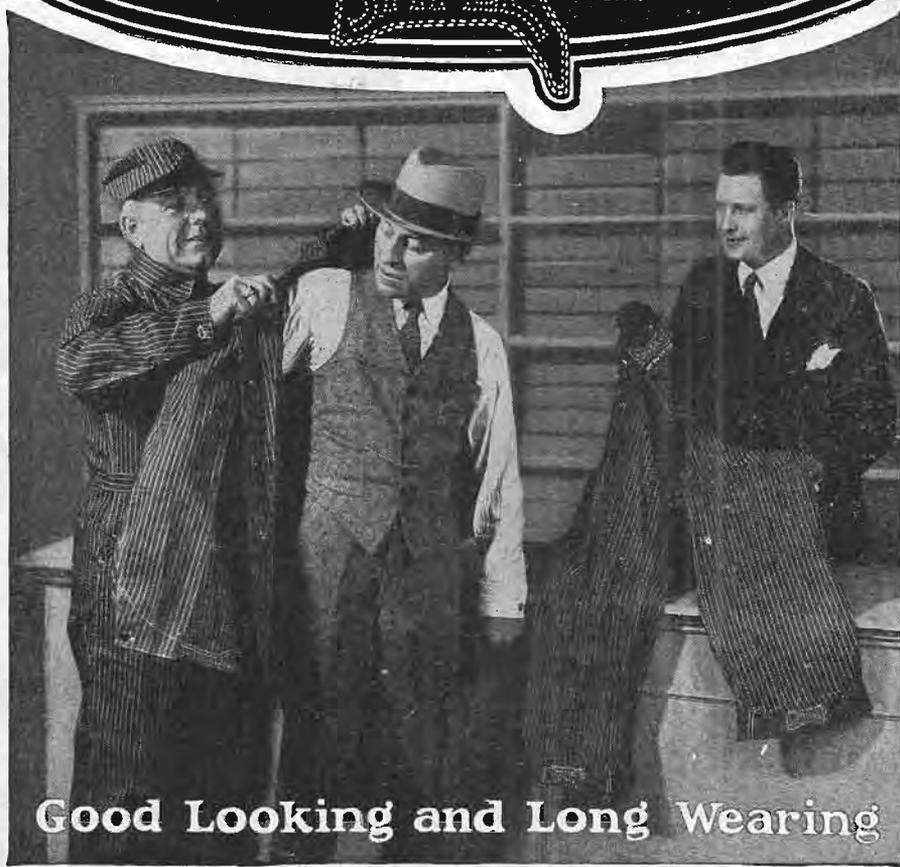
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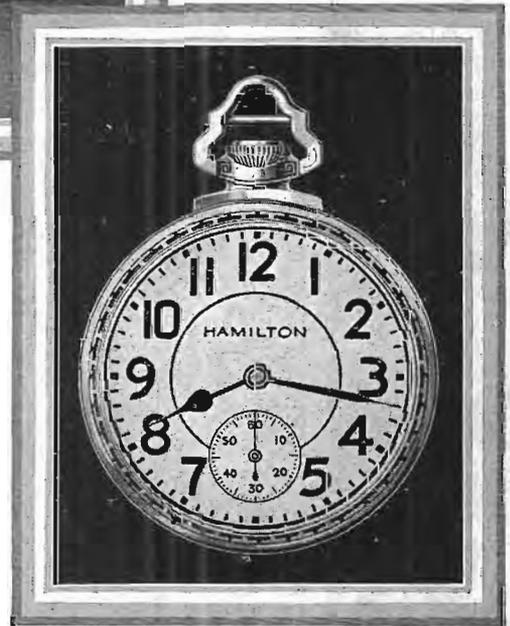
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