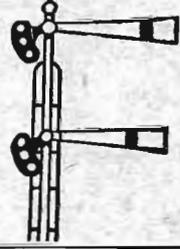
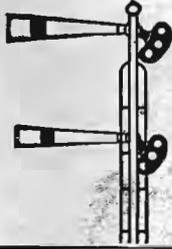
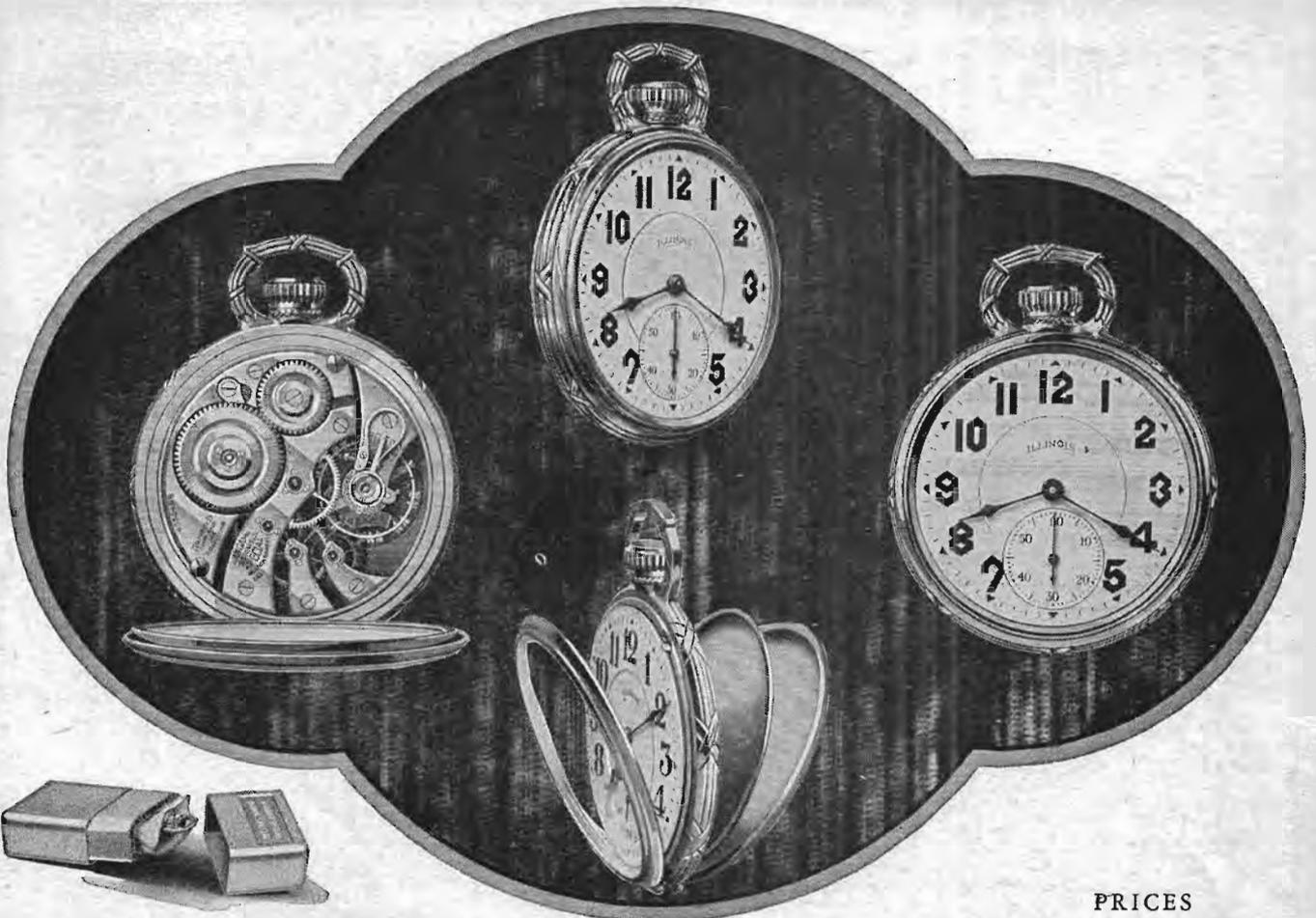


# THE MILWAUKEE MAGAZINE



*Stand Rock, The Dells of Wisconsin*

SEPTEMBER, 1925



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## Veterans Meet in Milwaukee

The seventh annual meeting of the Veteran Employees' Association, like its predecessors, was a huge success. The crowd was big and jolly, the weather was ideal for a summer outing; and the Committee, under the leadership of W. D. Carrick, J. M. Davis, W. J. Thiele and all the others, provided an entertainment and a place in which to be entertained that would be hard to beat.

Early in the morning of August 24th, the Vets began to arrive, and by ten o'clock A. M. the big hall of the Milwaukee Electric Railway & Power Company was buzzing with the hum of many voices and the hearty greetings of old friends. Badges were distributed, names enrolled for the dinner, and other usual preliminaries were under way.

At two o'clock P. M. President Mitchell called the annual business meeting to order, with about five hundred present. The Acting Secretary, Mrs. Grant Williams, read the minutes of the last meeting, which were approved. As Acting Treasurer she then read the Treasurer's report which was accepted. The Secretary's report for the year was also read and approved.

Under the item, Reports of Committees, Mr. C. G. Juneau, acting for Mr. J. H. Foster, read the report of the Committee appointed last year to look into the matter of obtaining a site for a Veterans' Vacation Camp. The report stated that the Committee had visited several locations and were impressed with one known as Rest Island, on Lake Pepin, near Lake City, Minn. This seemed an ideal location for out-door life. It is on the River Division, with good train service and accessible by good motor roads. If the camp were intended ultimately for use as a permanent home for disabled veterans and pensioners, then Rest Island could not be improved upon.

The Committee, accompanied by President C. W. Mitchell, visited various sites on the Wisconsin Valley Division in the "Land o' Lakes" country and found many ideal places, notably on Foster and Miller Lakes, but also found prices very high. It seemed to the Committee that the Association would not be in position financially to purchase any very large tract in this locality, because of the high values set on the properties.

On motion the report was accepted and the committee discharged. A telegram was read from Chief Operating Officer B. B. Greer, expressing his regret at being unable to accept the invitation of the Association to attend the annual dinner, and wishing them

every success and a pleasant meeting.

Announcement was made of the special train to leave Union Depot at nine o'clock A. M., August 25th, for the big picnic at Cedarburg.

As a tribute to the memory of the late Secretary-Treasurer, Mr. Grant Williams, the company was asked to rise and stand in silence for a brief period, which was done with every manifestation of sincere regret at the loss the Association has suffered in the passing of one of its most beloved and valuable members.

On motion a committee on nominations was appointed by the President, which retired to draft a list of officers for the ensuing year. During their absence the matter of delinquent dues was under discussion and it was decided to have a committee chairman in each department of the service whose business it should be to collect the annual dues and forward same to the Secretary, this being a more efficient manner than the present one of each one sending his dues individually, with the result that many of the dues were either overlooked or the sending put off and thus became delinquent.

An amendment was then offered to the by-laws making the office of Secretary-Treasurer appointive instead of elective which, after discussion, was carried.

The nominating committee presented the following names and the same were elected: President, C. W. Mitchell; Vice President, W. D. Carrick; Executive Board, C. W. Mitchell, W. D. Carrick, L. J. Boyle, Joseph Wood, C. E. Roberts, W. J. Thiele, Mrs. Carpenter Kendall. Mrs. Grant Williams was appointed Secretary-Treasurer.

### The Annual Dinner

Probably no more beautiful room will ever be found for the Vets to hold their annual dinner than the immense ball room of Antlers Hotel, where the big event occurred in the evening of August 24th. Covers were laid for eleven hundred, and the seating capacity was taxed to the limit. The handsome room was aglow with softly shaded colored lights, and the great company were comfortably seated in a splendidly ventilated room, which was a much appreciated feature, for the air was that of a typical August evening. The "eats" were the best that money could provide, and a merry jazz orchestra entertained the diners while they discussed the virtues of broiled chicken and salad and ice cream, et cetera. The dinner was called for six thirty, and with real

railroad exactness, the service began at that hour. Before eight o'clock, President Mitchell rapped for order and introduced Mr. H. H. Field, the General Counsel of the railroad, as Toastmaster. Mr. Field has acted in this capacity on almost every occasion of this kind given by the Veterans, and his appearance in the old familiar place was sufficient promise of a joyous time. Mr. Field's humor is inimitable, spontaneous and infinite. He notified the company that unless they put someone beside "Bill" Carrick in charge of their arrangements, they were liable to have to listen to him in the future indefinitely. He welcomed them all, and spoke of the ties that bind the railroad men of the Milwaukee and referred to the exigencies in which the good old railroad had found itself in recent days, but said he knew that with the loyal help of the solid constituency comprising the employe body the road would emerge stronger and finer than ever.

Mr. Field introduced Mr. John M. Niven, city attorney of Milwaukee, who represented the city of Milwaukee in the unavoidable absence of the Mayor. Mr. Niven is no stranger to the Veterans, as he has acted in similar capacities before at the Association functions. He welcomed the Vets, and said that in the olden days the spoken welcome to Milwaukee had not been so much thought of, because the welcome was implied and accepted in that certain element which had gone abroad as making "Milwaukee Famous". He cited some figures to show that in spite of the elimination of that element, Milwaukee still had claims to fame and fortune in its other and greater industries. He said it was a wonderful thing to him to be able to stand before such a vast concourse of people who had worked in one service for twenty-five years and more, and assured them he felt the country could be in no better hands than those who, by their loyalty, ability and faithfulness, had won the right to be numbered in such an Association as this. He said Milwaukee was proud to honor the railroad they represented, and that he would like nothing so much than to be able to live "in a whole city full of the likes of you."

President Mitchell made a short address, stressing the strong spirit of good fellowship that was noticeable everywhere,—which had prevailed all through the afternoon meeting, and now was so prominent a feature of



...in: A safe, gentle laxative with excellent re-  
pation due to depressed secretions from  
testines and liver. You will like Man-  
cu-pl-a: May be had in either form, tablets or  
An alternative, blood purifier and health  
cure. Recommended in the treatment of

...in all cases  
...is a combination of efficient renal re-  
...a powerful influence on all the mucous mem-  
...throughout the system and hence reaches catarrh  
...is located in the appendix  
...is a cure-all

GRANT WILLIAMS

the enjoyment of the evening. He said the membership in Association now numbered 4700 odd and predicted that in the near future that number would be doubled. He gave a short resume of the affairs of the Pension Association, showing it to be on a firm foundation, with over 17,000 members, and said that by January 1st, 1926, the fund would reach half a million dollars.

Mr. John M. Horan, 87 years old, hale and hearty veteran of seventy years of service, was the guest of honor, and Mr. Field presented him in the following impromptu verse:

"Ever faithful and true,  
Prince among the toilers,  
Dear old Johnny Horan  
Washing out the boilers."

Mr. Field also took the company into his confidence by telling them that inside of thirty days he would be eligible to wear a forty-five year button. He took some cracks at his old friend, "Charlie Lapham," and some others of those present. He presented "Lew Boyle" also in an impromptu verse that went something like this:

He's a fine fellow as e'er sprang from  
the soil.  
I don't need to tell you his name is  
Lew Boyle.  
He's a loyal, faithful and true hearted  
Vet,  
Who never has missed a convention  
yet.

Whenever he speaks, he creates a  
turmoil,  
For you can't hold a man like our  
own Lew Boyle.

The introduction of General Manager Gillick was, as usual, the signal for everyone to be on their feet cheering. Handkerchiefs, programs and whatever could be caught, went into the air, while the applause shook the roof. It is a wonderful and beautiful thing for a man in authority on a great railroad system to be so beloved as is our "Jim Gillick," and as the years go by, the loyalty and affection grows stronger and more binding. When he finally could be heard, Mr. Gillick spoke briefly, congratulating the Veterans' Association on its splendid personnel and big membership, saying he hoped to see it increased to ten thousand, and that every possible aid and support would be accorded the drive for membership when that should be put on.

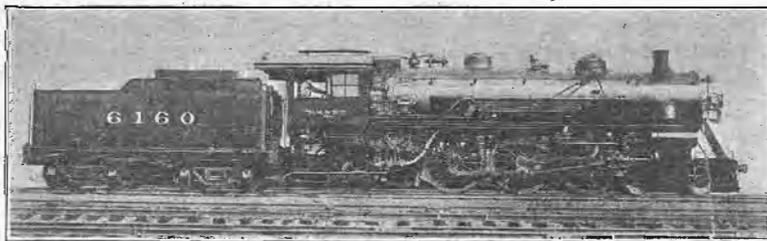
Dr. A. H. Lord was the last speaker. He also is not a stranger to the Veterans. He gave an eloquent talk, outlining the progress of railroad building and operation from the days when, as a boy, he watched the little old wood-burning engines crawl over mountain and plain, to the present era of the magnificent Olympian train, with its electric motors and "mysterious silences," as they pull the trains

over Rockies, Bitter Roots and Cascades. He paid high tribute to the great railroad which was represented by those present, and to those who had gone before in the upbuilding of the System. He spoke of the future as safe in the hands of the young generation and of the faith he had that the Milwaukee Road would emerge from its trials to a future that would be permanent and bright.

Interspersed in the good talks, was an entertainment of singing and dancing features that was thoroughly enjoyed. Good hits on many of those present were enthusiastically received, contributing immeasurably to the general gaiety. Before adjournment, Mr. Field called for a toast, "standing and in silence," to the memory of those who had crossed the Great Divide since the last meeting.

The annual picnic was held at Cedarburg, August 25th, the company providing a special train for the round trip, but owing to the lateness of the date, The Magazine could not be held any longer, in order to get a report of the sports and stunts provided for the day's entertainment. The result will be published in the October Magazine.

The reports of the Secretary-Treasurer will also be published in the October Magazine.



## LOCOMOTIVE No. 6160

C. H. Bilty

When Class F3 locomotive No. 6160 was brought to the shop to be given a general overhauling, it was found to be in need of extensive repairs, the cylinders requiring renewing, the frames having broken and been welded in several places, and an entire new firebox required.

As the policy is to apply superheater to this class of locomotive when requiring a new firebox it was arranged for in this case.

The use of superheater will result in a saving of 20% in the amount of fuel consumed, and as this type of engine in long run service would make perhaps 75,000 miles or better per year, it can readily be realized that the savings effected will soon pay for the investment aiter which the 20% will be clear saving outside of the maintenance of same.

This locomotive was originally equipped with a firebox 65 $\frac{3}{4}$ " wide providing a grate area of 48.8 square feet, and the rate of combustion and flow of gases was more rapid than desirable, and as a new fire-box was required the outer sheets were spread to provide for a width of 80 inches which increased the grate area to

60 square feet, which is more in line with the proportions used on locomotives of modern construction and will result in obtaining the full value of the coal by reason of better combustion taking place.

The application of superheater materially increases the capacity of boiler, and to make use of this additional capacity, and as new cylinders were required, the class F5 cylinders which are interchangeable with the F3, except being 2" larger in diameter, were used. This increased the tractive power of the locomotive from 31,873 lbs. to 37,531 lbs.

The frames which were of a somewhat light design were carefully proportioned for proper strength to protect against failure.

The back ends of the main rods were redesigned to accommodate a floating bushing which results in less pounding of the rods and eliminates the frequent adjustment necessary on the usual design of divided brass with wedge adjustment, and the renewals of bearings can much more conveniently be made.

The main air reservoirs were originally located between the frames, where

it was extremely difficult to keep them from vibrating, which was the source of air pipes breaking and causing engine failures. They were also more unhandy to drain, which is necessary to keep the moisture out of the brake system.

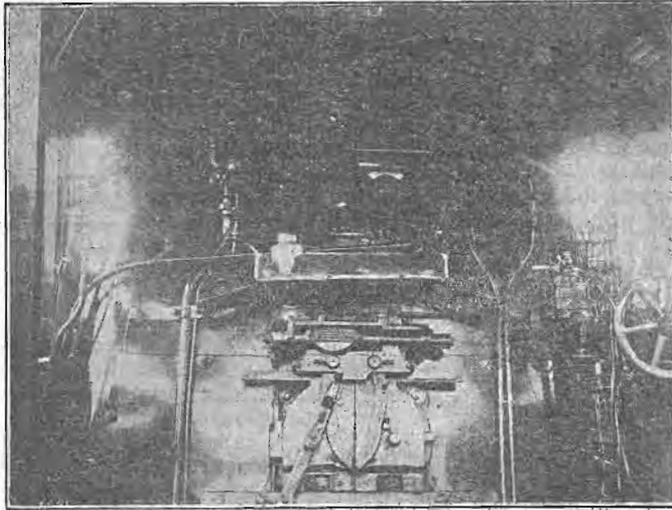
The reservoirs were located in the standard location, alongside of boiler, where they can be rigidly secured, kept well drained, and pipes and attachments accessible for inspection.

With the use of the wide firebox it was difficult, if not impossible, to make use of the usual type of reverse lever and at same time provide sufficient room and convenience in handling for the engineer. This was avoided by making use of a simple design of screw reverse gear, in which a hand wheel is located in cab, convenient to engineer, and through a series of gears is connected to the reach rod.

A small quadrant and dial in the cab indicates to the engineer the degree of cut-off, and a locking device permits the gear to be locked in any position, and through the gear ratio of four to one, allows of the cut-off to be readily and easily changed at any speed.

Those who have worked on cab valves and fittings on large locomotives know it is a hot and disagreeable task in the congested space between the top of boiler and roof of cab, and to better this condition and assure of good workmanship, the cab turret to which most of these valves are attached was moved just outside and in front of cab, and surrounded with a metal casing with doors opening from the top, where mechanics will have ample room, light and circulation to conveniently pack and repair these valves.

The handles of all the valves on the turret are extended to a convenient locat-



Reverse Gear and Hand Wheel

ion inside of the cab and terminate at a bracket on which a name plate is provided which indicates the use of each of the several valves, so that it will not be necessary to try different valves one after the other, or trace their source, to ascertain the appurtenance they operate.

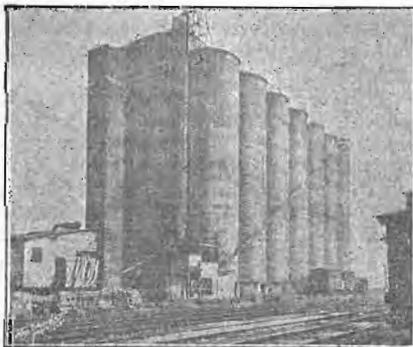
Other minor details were given consideration to make the arrangement in the cab comfortable and convenient for the enginemen.

An exhaust steam injector has been applied to this locomotive for test and observation. Usual type of injector is used on left side in case of an emergency. The first exhaust injectors involved the use of a number of levers for controlling the injector, but the design being

tried out is simple and automatic in action going from exhaust to live steam when necessary. The exhaust steam is taken from the rear exhaust passages of the cylinder and led back to the injector through a 5" pipe which is fully lagged and jacketed.

Economies are claimed for this device over the ordinary injector by reason of its using exhaust steam to furnish feed water to boiler in place of live steam.

While at this time the locomotive has made but a few trips in the Milwaukee-Minneapolis service, its performance would indicate that it is going to make a good showing in economy and efficiency.



Elevator E  
SHOOTING THE GRAIN INTO  
ELEVATOR "E"

E. A. Lalk

"Nature abhors a vacuum." It's an old saying. We wrote it in our copy books.

Some machinery manufacturers have capitalized this peculiarity of Nature, this detestation of a place where there is absolute nothingness, and put it to a practical use by making a contrivance for conveying grain from one place to another through the simple expedient of creating a vacuum, or something approaching one, and letting Nature take her course—and take the grain along with her.

It appears that the Grain Marketing Company abhors a vacuum, too. They

saw those concrete tanks of the St. Paul Elevator "E" lying empty, and in a state of vacuity, as one might say, since the fire that burned the working house and left them orphans last June, and it was a vacuum that they abhorred, so they leased the tanks from the Chicago, Milwaukee & St. Paul Railway Co. and took advantage of Nature's abhorrence by installing a vacuum system to elevate their grain into the tanks.

The picture above shows the plan by which they are carrying out their idea.

There are two units. The more powerful one is seen at the end of the row of tanks, with the conveyor pipe running straight up for practically the entire distance to the top, 130 feet, and the supplementary outfit, with pipe stretching across diagonally to the far end.

The bulk of the load is drawn from the car by the use of the larger equipment. The four hoses through which the grain is sucked from the car may be seen hanging through an opening in the wall of the temporary power house at the extreme left of the picture—the nozzles alongside them. The grain passes up through the pipe shown on top of the power house, and into the top of a vacuum tank (not seen in the picture) from the bottom of which the conveyor pipe takes it to the top of the rigging above the tanks. (also not seen in the picture. Mr. Brown, our photographer, is a very short man)

where it is distributed to its proper place. Two 100-H. P. motors operate this unit.

Such grain as is not removed from the car by this operation is shoveled out and into a pit and handled by the smaller unit, a Bernert blower operated by a 40-H. P. motor, through the pipes placed diagonally along the sides of the tanks. At this point the car is thoroughly emptied and cleaned out, and the car then goes back to the scale to be weighed light.

This elevator is taking in about fifteen cars of grain per ten hour day at present.

## WHEN HARRY LAUDER SINGS

This little "song of the road" is written by a roadmaster on the Missouri Pacific Railway. We are glad to publish it by request.

It's rain-an' rain, an' rain again, till all  
the world's afloat,  
An' workin' on this mud-line now, it  
surely gets my goat.  
A kingsnipe on the mud-line in the  
mud an' slush an' rain,  
The "Old Man" throwin' butterflies  
from every bloomin' train.

"There's sloppy joints in Johnson's cut,  
the track is out of line,  
Go quick and cut the driftwood loose  
at trestle twenty-nine.  
The fence was down at Wilson's place,  
when I passed there today.  
And all his cattle, sheep and hogs were  
on the right of way."

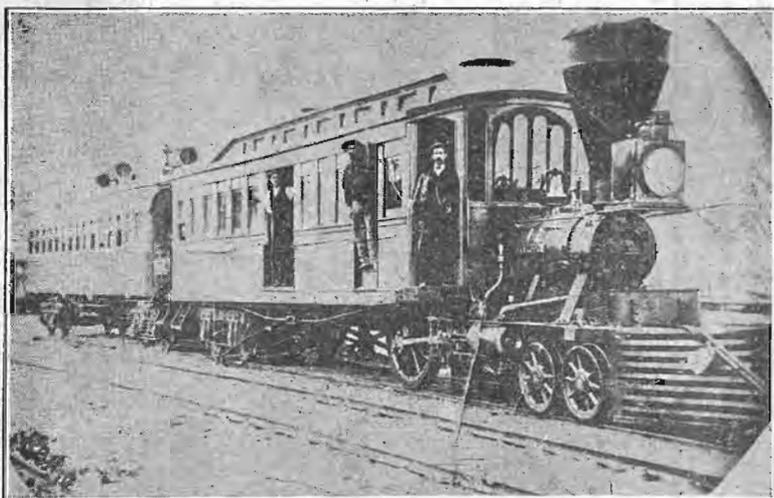
The longest day must have an end, an'  
men must have their rest,  
An' comes the time, at evenin's close,  
the time that I love best  
When car an' tools are put away, an'  
I get home once more.  
An' see my Maggie's smilin' face be-  
side the kitchen door.

Then I "wash up" an' sit me down to  
supper, pipin' hot,  
An' cares take wing an' fly away, an'  
troubles are forgot.  
Then I "smoke up" while Maggie  
clears away the supper things,  
An' I start up the phonnnygraft, an'  
Harry Lauder sings,

"A wee hoose amang the heather," an,  
the "Benny Banks o' Doon."  
An' "Roamin' in the Gloamin'," now  
that's a dandy tune,  
An' Maggie's eyes grow misty—she's  
a Scottish lass you know—  
An' me, my throat gets husky, an' I  
have to cough jus' so—

A trackman's life is hard, at best, his  
pay is small beside,  
But consciousness of work well done  
should be a trackman's pride.  
So give me my old pipe an' I'll not  
envy queens or kings,  
With Maggie girl beside me here,  
while Harry Lauder sings.

# When The Milwaukee Road First Reached Minneapolis



The First Steam Train to Enter Minneapolis, Minn., in 1867

The following is an interesting story of early days of railroad history in Minnesota. It concerns the building of the Minnesota Central Railroad and its connection, the McGregor & Western, its operation and its subsequent passing into the hands of the Milwaukee System.

The story is reprinted from an old copy of the Minneapolis Sunday Times dated November 27th, 1897. It has good historical value with much of romantic interest because the story is seen through the eyes of nearly thirty years ago, while it tells of a period thirty years prior to that. It names many who were once numbered with the Milwaukee Family, and of some who were alive at the time the story was written, but who have since passed on.

As this September Magazine is to some extent "Veterans' Number," "reminiscing" is part of its prerogative. The Magazine is indebted to Mr. C. H. Crouse, agent at Minneapolis, for the copy of The Times from which the story is taken.

There were no more people at the depot in Austin that delightful October day than were usually in sight when passenger trains pulled in. "Josh" Lantry had stepped down from the cab of his wood burner locomotive to "look her over" and oil up preparatory to a run to McGregor. He was awaiting the arrival of a train from the west and probably did not realize any more than the spectators did that that day was a momentous one in the history of the northwest.

In a few minutes in came the expected train with Henry K. Allason in the cab. As the train swept past the side-tracked engine, one man said, "Hello, Josh," and the other replied, "Howdy, Hank." It is probable that there was no more effusive demonstration that day than the greeting of these two engineers and yet the train that one had pulled in from Minneapolis and the one that was about to speed to McGregor, was the first through train from "The Flour City" to the Great Lakes. This happened just thirty years ago, the 14th of last month; and in the coach were S. S. Merrill, General Manager; A. V. H. Carpenter, General Passenger Agent; O. E. Britt, General Freight Agent of the Road,

and D. C. Shepard, the Superintendent of the Minnesota Central Railroad. When the train had passed over the connecting rails at Adams, near Austin which connected the two roads that for two years had been building towards each other, the identity of the road of which Mr. Shepard was superintendent, was lost and it became a part of what is now the Chicago, Milwaukee and St. Paul system, with which the first named gentlemen were connected. If the transition did not actually take place at that time, it followed the event very closely.

It is necessary to revert to a period several years prior to that time, however, in order to get at the history of the line whose construction was laden with the hopes and fears of the people of Minneapolis and St. Paul. Away back in 1858, when Samuel Medary was the "accidental" governor of the territory, the people over whom he exercised executive of control voted several million dollars in bonds to encourage the building of railroads in the territory. From that time until the bonds were finally paid many years later, they were the great disturbing element in Minnesota politics.

However, soon after the bond bill was passed, a railroad company bearing the title of the Minneapolis, Fairbault & Cedar Valley Railroad Company was organized, and in 1862 there was a show of railroad building which began at Mendota, and had for its objective point some indefinite eastern connection. If any rails had been laid over the route selected after "grading" was completed, grasshopper locomotives would have been a necessary part of the equipment of the road in as much as the cuts were left as nature had left them and only the level spots were touched by the graders.

No other work was performed on the road at that period, and yet, inasmuch as innocent purchasers of the bonds were likely to suffer the citizens of the state finally decided to pay them even if the original owners had

not complied with the conditions of the Act. In 1864, however, a railroad company which had a tangible existence and which meant business at the outset, was organized under the title of the Minnesota Central Railroad. In the fall of that year, adopting the route which had been selected by the other corporation, they began work at Mendota, grading and filling and bridging as they went along, and when by reason of low water in the river, the steamboats which were bringing the rails from Pittsburgh, were unable to reach St. Paul, work was stopped, with about eight miles of track completed. As soon as navigation opened in 1865, Mendota was again an active railroad center, and the work went forward with such vigor and dispatch, as to result in the extension of the road, that year, to Fairbault. When the people of the Twin Cities were assured that the railroad would reach "the cathedral city", preparations were made to celebrate the event in a style befitting such an important occasion. According to the statement of old settlers who were present, it was one of those glorious affairs only to be enjoyed once in a man's life. The hospitality of the people of Fairbault was unbounded, and no one was allowed to go either hungry or thirsty on that day. Coming home, one of the St. Paul gentlemen smashed out all of the windows in one of the cars, but that was merely an accident.

While the Minnesota Central people were building towards McGregor, another corporation, the McGregor & Western Railroad Company, was coming up through Iowa with its track to meet the builders from the west. During those exciting days it is related that Green & Company, the contractors on the McGregor road, operated the line to Postville without the assistance of either a telegraph line or a train dispatcher. Their instructions to the conductors of the two trains that they ran were, in consequence, based on a haphazard guess as to where either train would be at a certain time. In consequence of this unique system of train movement, both trains met in a cut one day, the engines were smashed and the road went out of business for several weeks.

Up at Postville, about that time, there was a young fellow in the elevator, Jerry Coughlin, who, later, became an active railroad man, and today, (sic) is probably the best known conductor in the northwestern service of the Milwaukee road.

When the Minnesota Central Railroad was organized its officers were about as follows: D. C. Shepard, superintendent; A. B. Rogers, chief engineer; A. H. Linton, auditor and paymaster; Wm. Blair, roadmaster; James Waters, master mechanic; Wilson, master car builder. A few cars were ordered from eastern car builders and one locomotive purchased for immediate use; and five others ordered from the Patterson, N. J., Locomotive Works. The first one arrived at Mendota on the evening of Aug. 8, 1864, after a perilous passage up the river. Owing to the low stage of water in

the river the steamer Enterprise was unable to reach Mendota with the barge on which the locomotive and other machinery was being transported and in consequence horses and men were utilized to get it to its destination. Before it finally reached the warehouse wharf, a channel had to be dug so that it could be brought to the shore. The locomotive was of the old "hook motion" pattern, and was named Washington. Subsequently, as soon as the others arrived, it was made over into the link motion type and rechristened the James Waters. Meantime the government—these were war times—had taken possession of the Patterson Locomotive Works so as to control its output, and in March, 1864, the newspapers expressed the belief that the arrival of the locomotives for the Minnesota Central would be delayed thereby. This, mind you, was long prior to the time when they were actually needed, and they came along in due season.

R. B. Langdon, who at an early stage of the enterprise had taken a contract to build the trestle work and other structures of that sort in the vicinity of Mendota, removed his family to that brug and took up his residence in the Sibley House which the General had vacated a short time before. Here he lived for some two years and kept open house. It was said that "all the railroad men camped with him and Langdon never took a cent of pay." One very humorous feature in connection with his experience as a host, was his arrest by an overzealous revenue agent from St. Paul for "keeping a hotel" without a license. The laugh was on the agent when the case came before the United States Commissioner.

Before the railroad was built all the wheat grown in the district which it was to traverse was hauled to the river towns, where it found a ready market.

Hastings and Red Wing were the two points most favored by this arrangement. As soon as the line was completed to Faribault, D. C. Shepard and Russell Sage, determined to stem this tide and divert it to their road. For this purpose they supplied station agents with all the funds needful, and as a natural result wheat began to pour into Mendota. It is said that their original object was not to make a profit on the wheat but to make a first rate showing to the directors of the amount of traffic which the road enjoyed. However, according to a reliable informant the enterprise was eminently successful. The grain was purchased at about 60 to 70 cents, stored or shipped east by steamer according to circumstances, and sold for \$1.25 to \$1.50 per bushel; and the gentlemen are accredited with having made about \$100,000 dollars in two seasons. The railway headquarters at Mendota were located at the upper end of the town near the Faribault House, in a two-story frame building, which at a later date, when the glory of the town as a railway center had begun to wane and Minneapolis had become the permanent terminus, was taken down, removed to this city, and is still standing in the Milwaukee yards.

Coincident with the building of the road to Faribault in 1865 it was extended around Fort Snelling to Minneapolis and reached this city in time to be of service in bringing in patrons of the annual fall fair to the city.

The property now owned by the company between Third and Seventh Avenues S. from Washington to First Street, was most of it presented to the corporation in a marsh which was almost impassable. The offices of the company at Mendota were abandoned and other quarters secured in the Woodman Block, now the St. James Hotel. Mr. Shepard at that time contended that the company ought to acquire by purchase, the block between its property and Second Avenue S., but the other directors, thinking that the land already secured would be more than the company would ever need, voted the proposition down. Today it is one of the most valuable pieces of real estate in the city. The company retained possession of the Woodman Block for two years.

When the company was consolidated with the Milwaukee, a young man named C. W. Case, who had been in the employ of that company for several years in the construction department and as an engineer, was appointed their Minneapolis Agent. That he filled that position acceptably as he had the others was evident a few years later when he was appointed assistant superintendent, and later, assistant manager of the Great Northern, which later position he resigned not very long ago, to enjoy a well earned rest. Coincident with the erection of the small frame station on Second Street, the Milwaukee Company built a roundhouse, machine shop and car shop at the lower end of the yard where Sixth and Seventh Avenues S. cross the property. After the big mill fire which destroyed the roundhouse the company's shops were removed to South Minneapolis, where they are now located. One of the old buildings still remains on the original site.

An article which treats of the early history of the Milwaukee Road in the northwest would hardly be complete if no mention were made of "Old Peggy". Peggy was not a woman as might be supposed from the appellation, but was a car, a dummy in fact that used to run between this city and St. Paul, going over the Milwaukee tracks from here to Mendota and over the Minnesota Valley Railroad, now a part of the Omaha System, thence to West St. Paul. Originally the dummy was an engine which had fallen off the trestle in McGregor and was abandoned. Subsequently she became a combination car and engine, and performed the service already indicated for a number of years. Later, with the machinery taken out, she was transferred into the pay car. Her proper title was "The Messenger," but this was too high sounding for general use and so the boys substituted their pet name for the more pretentious one. D. C. Shepard remained as superintendent of the Milwaukee's northwestern system until the spring of 1871, when he resigned to push the construction of the Northern Pacific railroad.

The time-table on the old road in

the early 60's was a flexible one. The summer table was arranged to suit favorable conditions, and that for the winter, to meet adverse circumstances. The time allowed for making the run to Faribault was about one-half longer in winter than in summer. Air brakes were unknown, and the only ones in use were the kind known as the "Armstrong". The strongest man in the outfit, whether he were the conductor, brakeman or baggageman, usually applied these brakes to the best advantage. No handy coal chutes with up-lifting cranes dumped the fuel into the tender, then, but all hands used to make an onslaught on a handy woodpile when the supply ran short.

The passengers used frequently to help on such occasions in order that they might the sooner reach their destinations. While Mendota was the terminus of the road, a stage used to bring the passengers from St. Paul, and frequently passengers from Minneapolis would make the trip around that way, and thence via the St. Paul & Pacific (now the Great Northern) to their homes. The excursions to Faribault from the Sainly city in 1865, came home via Minneapolis and that road.

The first conductor on the line was S. I. Wing, and I am under the impression that "Bill" Sibley was the first baggageman. Later, and for many years, Sibley was conductor on the River Division of the Milwaukee. Conductor Miles was with the civil engineering outfit below Austin when the first rails were being laid.

Among the many names which graced the payrolls of the company in those early days, and which have not already been mentioned, are Cadwell, Thomas, the Lewises, Phelps, Lyke, Bryant, Barket, Perouse, Bodie, Brandthorn, Crosier, McMillan, Downey, Cobb, Johnson, Hoxsie Sherwin, Clausen, Davis.

The Iowa & Minnesota Division which from Mendota to Cresco, was once the Minnesota Central; and thence to McGregor was known as the McGregor & Western, is now one of the most profitable branches of the great Milwaukee System.

In 1865 and 1866, after navigation closed on the Mississippi River, freight destined for this locality used to come via the Winona & St. Peter railroad to Kasson, and was then hauled by wagons to Faribault, where it was transferred to the care of the Milwaukee road and came over that line to this city. Passengers availed themselves of the accommodations afforded by Burbank's stage line over the same route. In 1866, the Winona & St. Peter, now a part of the C. & N. W. Ry. was extended so as to intersect the Milwaukee at Omatonna.

Truly those were days when railroading was still in the experimental stage. The rolling stock was neither luxurious or very comfortable. Nevertheless passengers were very glad to avail themselves of the privilege of using the cars whenever they had to make a journey. The people traveled only when they were obliged to. Nowadays they go because it is even more pleasurable than it is to stay at home.

# Milwaukee Employees Pension Association

## Station Agent Abroad

At a meeting of the Board of Directors of the Milwaukee Employees Pension Association held in the office of the Association at Chicago, Illinois, August 11th, 1925, Mr. C. W. Mitchell was elected to fill the unexpired term of the late Mr. Grant Williams in his capacity of Secretary-Treasurer, and Mr. J. T. Gillick was elected to fill the unexpired term as a member of the Board of Directors.

The Board of Directors below submit a statement showing the financial condition of the Association as of June 30th, 1925.

RESOURCES			
Cash in Bank .....			\$ 26,628.06
Investments .....			380,944.36
Office Equipment .....			1,002.88
State Bank of Chicago—Due on lost check.....			4.24
Accrued Interest Receivable .....			8,910.67
			\$417,490.21
Organization Expenses .....			6,913.21
			\$424,403.42
LIABILITIES			
Donations from Veterans' Association .....			\$ 5,000.00
Pension Fund			
Net Contributions to date .....	\$389,532.56		
Less: Paym'ts to Beneficiaries of Deceased Members .....	\$ 3,719.00		
Dire Need Payments .....	1,600.00	5,319.00	384,213.56
General Fund			
Net amount of dues to date .....		37,683.35	
Less: Sundry expenditures for Office, Rent, Prtg. and Staty., Office Supplies, Salaries, Postage, Gen. Exp., Etc..	16,939.88		
Premium on Treasurer's Surety Bond.....	500.00	17,439.88	20,243.47
Advance Payments .....			258.05
Sundry Credits .....			18.06
Income			
Accrued Interest on Investments .....	14,554.73		
Sundry Income .....	.05		
Profit on Investments Sold .....	115.50	14,670.28	
			\$424,403.42

W. D. CARRICK, President.

Notice of the election of Mr. C. W. Mitchell as Secretary-Treasurer of the Milwaukee Employees Pension Association, published in this issue, to succeed the late Mr. Grant Williams in that capacity, is positive assurance that the conduct of the affairs of the organization is in competent hands. The Association is to be congratulated in having available within its membership, men of such outstanding character, integrity and marked executive ability as is typified in Mr. Mitchell, and the action of the Board of Directors in successfully prevailing upon Mr. Mitchell to accept the burdensome responsibilities of such an important office in the organization, indicates how keenly the members of the Board feel their obligations to guard well the interests of the Association.

Mr. Mitchell is an "Old Timer" in the services of the Chicago Milwaukee & St. Paul railway in the capacity of Passenger Conductor, running between Milwaukee and Chicago. He has taken an active part in the organization and building of the Pension Association from its very beginning; has been a member of the Board of Directors from its organization and is, therefore, thoroughly familiar with Pension Association matters and well qualified to

successfully discharge the additional duties imposed upon him as Secretary-Treasurer of the Association.

It is, of course, needless to introduce Mr. J. T. Gillick to the membership of the Association, as he is known by every employe of the Railway System. and his election as a member of the Board of Directors of the Pension Association to fill the unexpired term of the late Mr. Grant Williams in that capacity, is further evidence that the affairs of the Association are in competent hands.

### The Yellow Trains

I'm homesick for the "Yellow Trains,"  
I've been so long away  
In the land Sunshine made famous.  
But I'm going back to stay.  
Oh I've love for California  
With it's gold in yellow bars;  
But I miss the gleaming rivers  
And the trains of "yellow cars."  
There, the weather's always summer,  
One does not have coal to buy;  
But give me Old Wisconsin  
Where the "yellow trains" go by.

Richard R. Joslin.  
2580 Glendower Ave.,  
Los Angeles, California.

Mr. Harry Lathrop, agent, Bridgeport, Wisconsin, visiting in Europe, writes to Supt. MacDonald this interesting letter, which The Magazine is permitted to publish:

"I arrived in England, June 2nd, Liverpool. Had perfect June weather up to the 21st when I crossed to France. I visited Chester, Stratford-on-Avon, Warwick, Woodstock, Oxford, and various small villages. Was stopping on farms at Blenheim Park, then went on to London where I hit the high spots, and put in two days at the big Wembley Exposition. I saw Windsor Castle, his "Majesty" was at home so I did not go inside; I was greatly amused at his tin soldiers; so different from the Highlanders that I saw at Belfast; those were real men. I went off down through Surrey and then through Kent, and when I got to Dover, and realized how close I was to France, I just could not resist the desire to cross. Dover is very interesting with its snow white chalk cliffs facing Normandy, and its old, strong Norman Castle. I took time to examine it carefully. I had studied archery, and in the castle I found the real English long bow that saved English armies from defeat more than once up to the time of "good Queen Bess."

On the train from Bologne to Paris, I was so fortunate as to fall in with a party of Americans from Texas; all teachers from one of the colleges. One lady could speak French fluently, another was from Bradenton, Florida, and knew my brother who lives there, well. We were soon acquainted, and they invited me to join their party. Thus as piloted by Miss Topham, who had lived in Paris, and attended school there, we went about seeing the city, and its great works of art, intelligently. We spent one day seeing Versailles, and stood in the wonderful mirror hall where the treaty was signed. Paris, as a city beautiful, with its fine streets and avenues, parks, gardens and general artistic effect, is away ahead of London, and probably of any other city. What a calamity to the world had the Germans reached, and destroyed it in 1914-1918. I saw where one of their "big Bertha" shells hit a church and killed over 90 worshippers, and injured 150. On a tour, I have seen much of Northern France and most of the American battle fronts.

It is an elegant farming country for small grains, potatoes, and fruits, and seems to be much better tilled than the farms in England. The French are great workers and not so given to sports.

When it comes to railroads, it is another question. I was much pleased with the efficiency of English roads and the way in which they handle passenger traffic, but in France! It reminded me of that particular piece of track on the Old Prairie du Chien Division, between Wauzeka and Bridgeport, before the new steel was laid. We went clippity-clap; rattly-bang, and at first I thought there was a flat wheel on the coach, but they ran fast, and "git there just the same."

Many Americans, who are up in years, but were so fortunate as to have learned French in their youth, live part of the time in Paris; where they spend many days wandering through the art galleries and libraries, thus getting the benefit of old world culture at little expense. It is very important therefore, that young American children should acquire French very early in life. An American alone in France, and not knowing the language, is quite helpless. He is about like a man, who cannot read Morse, in a telegraph office. For that reason, this Yankee is going back to Old England, and best of all later on, to the U. S. A."

# THE MILWAUKEE MAGAZINE

Union Station Building  
Chicago

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

CARPENTER KENDALL, Editor  
Libertyville, Illinois

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## The Milwaukee Spirit of a Milwaukee Veteran

Recently the Janesville (Wis.) Gazette carried an editorial referring to the plan which the Receivers of the Milwaukee are presenting to the public for an advance in freight rates, and criticising it as tending to reduce efforts toward more efficient management, better locomotives, etc. To this, Mr. James Martin Fox replies in the following vigorous defense of Milwaukee motive power, management and efficiency.

### Editor Gazette:

Janesville is my "Home Town." I began "Rail-Roading" with the "Milwaukee" railway at Janesville in June, 1872; switching and braking and have been with the "Milwaukee" continuously for over fifty (50) years, as switchman, trainman, clerk, telegraph operator and train dispatcher on the Mineral Point division about thirty-five (35) years. You will pardon me if I am considerably displeased with your "Editorial" in your good paper the "Gazette," dated July 20, 1925, entitled: "Railroads and Waterways." Of course you are entitled to draw your conclusions; so am I—also others.

Generally, your "Editorials" are of a very high order. I have for many years read them with pleasure and profit; but in the "Editorial" referred to, I believe, I know, you took a "Slam" at the "Milwaukee Railroad Company" unjustified and uncalled for. You refer to what might be accomplished with more efficient locomotives. My dear sir, a careful investigation would have no doubt convinced you that the locomotives now in use on the "Milwaukee Railway" are much more "Efficient" for handling both passenger and freight business than the locomotives have ever been in the history of the company; and will bear comparison with locomotives on any railway in the U. S. A. or in the world. Near the end of your editorial you say: "We have regulated the railroad to death, so that there is no longer any competition and the shipper must 'take it or leave it.'"

I agree with you as to the first part of the sentence and that is just one of the big causes of the financial troubles of the "Milwaukee" at the present time. "Regulated to death" by highly salaried officials of railroad and other "Commissions;" said salaries paid for by taxpayers which includes farmers, laborers, shippers and consumers, business men and others who pay a very large portion; and much of such "Regulation" seems to me to be uncalled for interference in others' business. Who is to blame for it if it is "no longer any competition? Is it not the "Commissions" and rate-makers themselves who have "fixed" rates the same, for instance on the North Western" and the "Milwaukee" eliminating the possibility of "Competition?" Time was in the early years of my railroad career when shippers and railroad officials would get their heads together and fix and adjust rates which seemed just and fair to all concerned, but in later years especially since the world war it looks to me as if it was and is the railroads that "Must take it or leave" and not the shipper. Bear in mind too, my dear sir, that the shippers who buy from the farmers are the ones who sometimes reap most of the benefits of a lowering of freight rates and not the farmers or consumers. Shippers sometimes, paying prices to suit themselves, to the farmers, who cannot hold back but must sell for what is offered, themselves get the "rake-off" on account of a lowering of rates. The "Middle-men" get more than their share and the railroads and consumers get the worst of the bargain.

Railway employes are a large portion of the consumers. Railway companies have to pay good wages to their employes in order that they may meet the high cost of living. You can hardly claim that it is "Mismanagement" on the part of railway officials that causes the reduction of revenue caused by the many bus-lines running in and out of Janesville and other large cities and small towns reducing the railway passenger business; and, my dear sir, have you not thought of the difference between the cost of railroads and the cost to bus-lines who have no expense to pay for running over route 20 between Janesville and Monroe and other concrete routes built by the tax-payers money of which railway employes and especially railway companies, pay a large amount.

Besides railway companies have to pay large sums for equipment; (Engines, passenger cars, freight cars, etc.) Also for the steel rails, spikes, ties, gravel, etc., to build and maintain their road beds so as to transport safely and swiftly passengers and freight. I always feel safer riding in a comfortable railway coach than I do in an automobile of any make.

Next winter when it is snowing, blowing and drifting and highway No. 20 is blocked at different places and impassable for busses or trucks, you will find the old reliable "Milwaukee" "doing business at the same old stand," to move passengers safely. Also stock, merchandise, cheese, butter, etc., between Janesville and Monroe and west of there in both directions—hardly fair to take it away from the railways during the summer months don't you think?

The old "Milwaukee" was the first railway built into Janesville. It has served your city (my old home town) long and faithfully; also efficiently and at reasonable rates always; always ready to right a wrong rate when shown that it was not a correct rate before "Commissions" were established and authorized to butt in and create conditions unfair to the railroads and to those who invest in the railway's stocks and bonds and there are many people in Wisconsin and some in Janesville who have invested in such securities; at one time and for a very long time, considered "gilt-edge," and, I hope, will be again.

Is it fair to investors to create conditions depriving them of a fair return on their money so invested.

Any other big railroad would probably have gone into receivership hands if it happened to have about fifty millions of securities falling due for payment on June 1, 1925. The big moneyed-men of the country were loaning money to Europe, Asia, and Africa, at low rates of interest, but one of the big industries that helped to make the country what it is could not get the credit necessary in its time of need. Shysters and Shylocks were "all set" to demand their "pound of flesh" and to get 100 for what many of them paid only 50, 40, 30 or less. Receivership will probably adjust fairly all problems and bring the "Milwaukee" back to its former safe condition financially worthy of confidence.

It will be a long time before busses, trucks or air-planes will be utilized to haul a train say of 25 or 30 cars of stock from Monroe and west of there to Janesville and Chicago or Milwaukee. The "efficient" locomotives will continue to do it as they have in the past. It revives in my mind the many times during my 35 years as a train dispatcher on the Mineral Point division, how I helped the engineer, fireman, conductor, brakemen, agents and operators to rush one or more trains of stock at various stations on the Mineral Point division into Janesville so as to get it into Chicago or Milwaukee in time for the market so as to provide the beef, pork and mutton for the consumers. We need this service continued in the future so long furnished in the past. Don't "knock" the railroads. They should be given more revenue so as to meet expenses.

Yours truly,

JAMES MARTIN FOX,

Train Dispatcher, C. M. & St. P. Ry,  
727 West Main Street, Madison, Wis.

Mr. Fox shows the real "Milwaukee Spirit" by thus writing in defense of the company he has served so long and well, no less than did the little army of workers who rallied to the rehabilitation of the railroad after the disastrous consequences of the Montana earthquake last month. The "Milwaukee Spirit" undeniably is something to reckon with, and whatever the exigency it may always be depended upon in word and deed to fight for the good of the service. It always has done its part and it always will.

## Practical Rail Relief

Following is the text of an advertisement which has been carried in the newspapers of the country of late, concerning the proposed petition to the Interstate Commerce Commission for an increase in rates on western railroads, and it is reprinted here for the enlightenment of readers of this Magazine who may not have happened to have seen it elsewhere. The information imparted concerning the railroad situation in the middle west and the proposed plan for a measure of relief should be carefully studied by all railway employes and it is published here for that purpose.

More than five years have passed since the Government turned back the railroads to private operation.

Developments in that period on western railroads have demonstrated:

That they are giving better service than ever before—

That their gross revenues are greater than in any previous similar period, but, on account of still higher expenses—

That a majority of these roads are earning no profit from operations.

That this situation is especially acute in the west—

Because western lines naturally have lighter traffic than those serving older sections of the country;

Because rates on western carriers are less than 30 per cent higher than in 1911, compared with a 50 per cent increase for the country as a whole;

Because there is great and growing public patronage of ships and motor vehicles.

Railroad service is still absolutely indispensable. Without it the commercial and social structure of the nation would not long survive.

While much traffic is moved by other agencies they could not function were the railroads not available to complete the tonnage transactions.

Close observation of the trend of affairs in the last few years indicates that the causes of the present unfavorable financial returns are likely to continue indefinitely.

By increased efficiency and the practice of severe economy the western lines have long endeavored—with only partial success—to solve their problems without asking for higher rates.

It is evident, therefore, that increased revenues are needed in order to keep the railroads intact and avoid embarrassment to the country by weakening its most important transportation agency.

The St. Paul Receivers will advocate before the Interstate Commerce Commission an increase of only 5% in freight rates for western lines,—the proceeds to be pooled and distributed among those road which, without the increase, earn less than 5¼% on their investment.

Division of the pooled increase to be made in the proportion that each road's deficit in earning 5¼% bears to the total such deficit of all the western roads earning less than 5¼%.

It will be seen that this plan, which is strictly in harmony with the principles of the Transportation Act, would benefit most those roads that have earned least—without adding to the revenues of the lines earning more than the return contemplated under the Act.

It has the further great advantage of placing the least possible burden upon the public. A 5% increase thus pooled and distributed would accomplish more real good than a much greater increase shared alike by all roads without regard for their individual requirements.

This application is not intended to supplant the provisions of the Trans-

portation Act, but as a practical measure to afford early relief. Most of the western carriers are not in position to wait an additional term of years for assistance to come through the necessarily slow processes of the Act.

The St. Paul Receivers are confident that their plans will receive general ap-

proval as fair and reasonable and as manifesting a desire to effect the maximum benefit with the minimum cost to the public.

H. E. Byram,  
Mark W. Potter,  
Edw. J. Brundage,  
Receivers.

# Things We Should Know

## TALKING POINTS

In the past few weeks several articles have appeared in various western papers attacking the western railways for desiring relief from the rigid application of the long-and-short-haul clause (Section 4) of the Interstate Commerce Act, in connection with the Panama Canal competition, and strongly recommending the passage of the Gooding Bill at the next session of Congress. In this connection, the following facts may be of interest.

Except in the case where the route of one rail carrier is longer than that of another rail carrier, and for a specific emergency such as drought or disaster, the Gooding Bill would eliminate all of the circumstances, including water competition, which now under the rulings and precedents of the Interstate Commerce Commission justify relief from the rigid application of the long-and-short-haul clause.

In the Transportation Report of the Joint Congressional Commission of Agricultural Inquiry, the following statement is made: "In a country where there is as wide a variation of local conditions of competition, both as between industries and as between different means of transportation, as in this, the application of a rigid prohibition against charging higher rates for short hauls than for long hauls under any circumstances would result in greater discrimination and more rigid restriction upon competition as between industries and means of transportation than would result from the exceptions which might be permitted under a more flexible provision."

This statement was not made originally with reference to the Gooding Bill, but it is strikingly applicable to it, as that bill would eliminate, as justification for Fourth Section relief, competition with other forms of transportation.

In the recent (February, 1925) committee hearings upon the Gooding Bill, Commissioner Esch, chairman of the legislative committee of the Interstate Commerce Commission, appeared as the representative of the Commission and made the following statement: "We have endeavored to show in this statement that the proposed bill (the Gooding Bill) will establish an inflexible rule for the construction of rates and passenger fares which will make distance alone the basis for transportation charges. It has been the practice and custom of the railroads since their construction to give consideration to economical and commercial conditions as well as to the element of distance in establishing charges for transportation. In this way competitive conditions have been preserved and a free and uninterrupted flow of commerce maintained. Under the present Fourth Section the Commission is authorized to grant relief in proper cases to continue the construction of rates on this basis within reasonable limitations, and we have endeavored to exercise this discretion in the public interest and in accordance with the letter and spirit of the act as a whole. The proposed amendment would lay down a rigid rule from which there would be no departures in cases where, if such a rule had been in effect in the past, irreparable injury would have occurred. What has occurred in the past is likely to occur in the future and the discretion to deal with similar situations that may develop hereafter should not be withdrawn. We can see no occasion, therefore, for the passage of this bill, the only effect of which is to bring about an inflexible rate structure which instead of promoting will be more likely to retard the commerce of the country. For these reasons we regard the proposed amendment as an unwise measure and are unable to give it our approval."

In his testimony Commissioner Esch stated that eight members of the Interstate Commerce Commission opposed the passage of the Gooding Bill, one member favored its passage, while the two remaining Commissioners were non-committal.

The foregoing quotations represent the authoritative state-

ments of unbiased and impartial bodies in official position to know the facts. Their utterances should carry weight.

The application of the western railways for Fourth Section relief because of Panama Canal competition (upon which hearings were instituted in January, 1924) is still pending before the Interstate Commerce Commission. An examiner's report has been issued upon this application, which states that the record indicates that the proposed rates more than cover the additional expense of handling the traffic, are not as a rule lower than necessary to meet from Chicago territory the competition by the water route from eastern points of origin, and are not so low as to threaten the extinction of legitimate water competition. Nor does it seem probable, the report adds, that they would impose an undue burden on other traffic or jeopardize the return on the value of carrier property generally.

In connection with the charges appearing from time to time that the railways are seeking a monopoly, that they are trying to fill in the Panama Canal, and that they are attempting to put the ships out of business, the statement of the Interstate Commerce Commission examiner quoted above, to the effect that legitimate water competition was not threatened with extinction by the proposed rates, is of particular interest, as is also the railway testimony before the Interstate Commerce Commission. In the transcontinental Fourth Section relief case in 1921, railway witnesses stated specifically that all the rail carriers desired to obtain was a fair share of the tonnage which they had built up and participated in for many years, but which, under the rigid application of the Fourth Section, was moving more and more by way of the Panama Canal. It was testified: "The law looks to an adjustment of rates which will encourage both rail and water competition. This provision is fully satisfied by an adjustment affording equal opportunity for both. Neither has the right to demand that the other be excluded entirely from any competitive area in which they may meet, or that from such competitive area either should be given preference through the creation of an adjustment which will increase the opportunities of one and diminish opportunities of the other. The limits of this competitive area will and should depend upon the rates which these two agencies may themselves make with some profit to themselves in free and open competition. The share which either may get under such equality of opportunity is the fair share to which it is entitled."

In the light of the foregoing facts it is apparent that statements to the effect that the railroads are trying to get a complete monopoly are not founded in fact.

Due to the vast number of co-existent complicating factors, it is difficult, if not impossible, to develop statistically the importance of the withdrawal from the western railways of Fourth Section relief in regard to Panama Canal competition. That this was and is an important factor, however, it is impossible to deny.

The consensus of opinion of men reliably informed upon this general subject is that the failure of the transcontinental railways to obtain Fourth Section relief is harmful to the Middle West in a number of ways. Definite statistics are not available regarding the movement of industry from the Middle West toward the seacoast to take advantage of the lower water rates, but it is the feeling that such movement is being accomplished, practically, if not by the actual physical shift of a given plant, either by the construction of branch plants on the seaboard to handle the coast business, or by the diversion of orders which, from geographical location would naturally be filled by Middle Western plants, to seaboard plants already existent. It is felt, too, that the further development of Middle Western industry is definitely retarded by the failure of the Interstate Commerce

Commission to grant Fourth Section relief, while seaboard development is correspondingly accelerated.

It would appear that in its opposition to the granting of western Fourth Section relief the intermountain territory loses sight of two very vital factors, first, that the Pacific Coast, with which it is in competition, has the benefit of lower rates via water through its geographical location, that industry is more and more taking advantage of these water rates, and that intermountain territory will be no worse off if this traffic moves by rail than if it moves by water; second, that if the western lines were permitted to compete for this traffic under Fourth Section relief at rates which, as the examiner's report says, are compensatory and place no burden on other traffic, the share of the terminal tonnage which the railways would obtain would aid materially in the support of their lines, which now have to be supported in large part by the traffic to intermediate points. The fact that the present rail rates may allow the intermountain territory to compete on equal terms with the Pacific Coast on certain rail traffic from Chicago and the Middle West is hardly significant if the Pacific states are to obtain a great and growing part of these products from local industries or from eastern or southern points via the Panama Canal.

In the western district in 1924, 44.5 per cent of the total westbound freight car mileage was empty, while only 23.7 per cent of the total eastbound freight car mileage was empty. These figures indicate strikingly the lack of traffic balance, originally caused by the fact that the west is a producing rather than a consuming area, and now intensified by the loss of westbound traffic to the Panama Canal. In the light of these figures, the need of the western railways for westbound traffic is obvious, as are likewise the economic and financial advantages which would accrue from such westbound traffic.

A press release of the United States Department of Agriculture, dated July 24, 1925, and entitled "Farmer Makes

More, but Returns Still Low," contains the following statement: "On the capital invested in agriculture the return for the year ended June 30, 1925, was at the rate of 4.6 per cent. . . . This return represented interest on the investment and payment for the managerial services of farmers. It was the net income that remained after providing for operating expenses and property taxes, and making an allowance for the unpaid labor of the farmer and his family at hired labor wage rates. In round figures the net income for the 1924-25 season was \$2,712,000,000 compared with \$1,992,000,000 in 1923-24." This official statement of the Department of Agriculture as to the rate of return earned on farm investment is of particular interest when it is recalled that in 1924 the western railways earned but 3.87% upon their property investment, while in the first four months of 1925 these roads were earning, on an annual basis, a net return of only 3.13 per cent upon their investment. These figures are particularly timely in the light of the western petition for increased returns,—the farmer earned 4.6 per cent in 1924-25, the western railways earned 3.87 per cent in 1924 and are earning at the rate of 3.13 per cent in 1925.

Some interesting comparisons of freight rates in this country and abroad are afforded by the following figures of average receipts per ton-mile. Computations are made at the normal rate of exchange.

Country	Year	Average receipts per ton-mile
United States (Class I)	1921	1.275c
	1922	1.177
	1923	1.116
	1924	1.116
Canada	1922	1.039
Great Britain	1922	3.475
France (Private lines)	1921	4.010
France (State lines)	1921	4.830
Switzerland	1921	6.340
Norway	1922	5.008
Sweden	1921	4.507
Denmark	1922	6.456
New South Wales	1922	2.498
South Australia	1922	3.058



Float of the Railroad Boys of St. Bernice, Used in Centennial Celebration of Vermillion

### Tacoma Shop Notes

"Andy"

Harley Whitford, Clerk in Store Department at Tacoma, has been promoted to the position of Chief Clerk at Mobridge. Owing to the fact that Harley's "Sweet Patootie" resides at Tacoma, the parting was no doubt painful and the condition of his heart was more affected than anything else, however, absence makes the heart grow fonder 'tis said, and time will compensate him for his period of loneliness.

Yes—it's a boy, it arrived at the home of H. W. Anderson, clerk in DMM Office, and Magazine Correspondent, on July 15th.

Dick Dunwoody, Store Room Foreman at Tacoma, is spending a two weeks vacation at Vancouver and environs. In order to discourage any impression to the contrary, will advise, that Dick is an upright model young man and does not entertain any questionable habits. However, I'll bet this don't interfere with his

having a rip roaring good time.

L. O. Randell was bumped off the job as Storekeeper at Cedar Falls, and is now working at Tocoma.

Ray Fletcher is filling the position of Store Room Foreman during the absence of Dick Dunwoody, and the reports from his understudies are to the effect that he has developed a fighting cock spirit, and has instilled pep and action in the Storeroom, that would make all other great leaders of men sit up and take notice.

Bill Coors, our Electrical Instructor, has returned from a two weeks vacation which he spent in the wilds of Gold Myer Hot Springs. He reports a very enjoyable—time caught an enormous quantity of fish—hiked about 50 miles with a 200 pound pack on his back (that was his lunch)—collected a lot of blisters on his feet—did a lot of loafing, and last but not least, spent a lot of time in the hot baths

getting boiled down—Ah-Ha. probably that accounts for his hard boiledness of late.

We must not forget to mention that Mr. Fred Lowert, our Machine Shop Foreman of very prominent proportions, went out on the line recently, via automobile, for the sole purpose of inspecting an engine—the weather was exceedingly hot—the punctures and other usual automobile troubles were exceedingly numerous, and in trying to locate himself, he lost track of his bearings, that is, he became somewhat confused in the sense of direction and position (this was due to his unfamiliarity with the locality in which he was in, and not what you are thinking about) however, nevertheless in the meantime in his ramblings he discovered a station of minute proportions, only to find that it had been closed for the day, or possibly season, so he sure was a victim of rare circumstances and hard luck, and a very rotten time was experienced which resulted in Fred losing about 8-7ths of his religion and several pounds of adipose.

Chris Arendt spent his vacation in royal fashion working on the new home he is having built, and it's some place, too.

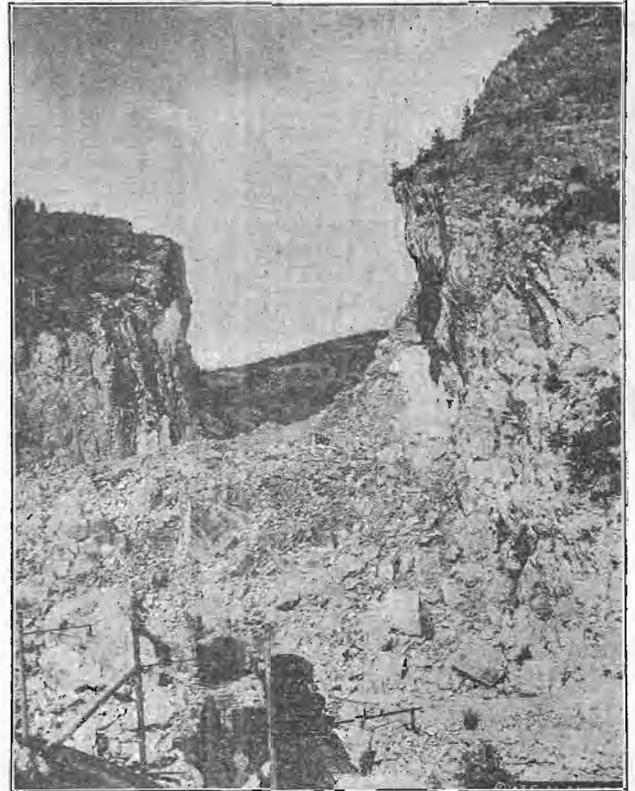
A. O. Simmons, Traveling Business Agent for the Carmen, is on his annual trip over the lines west.

J. F. Lake, Cabinet Maker, is on a motor tour through California.

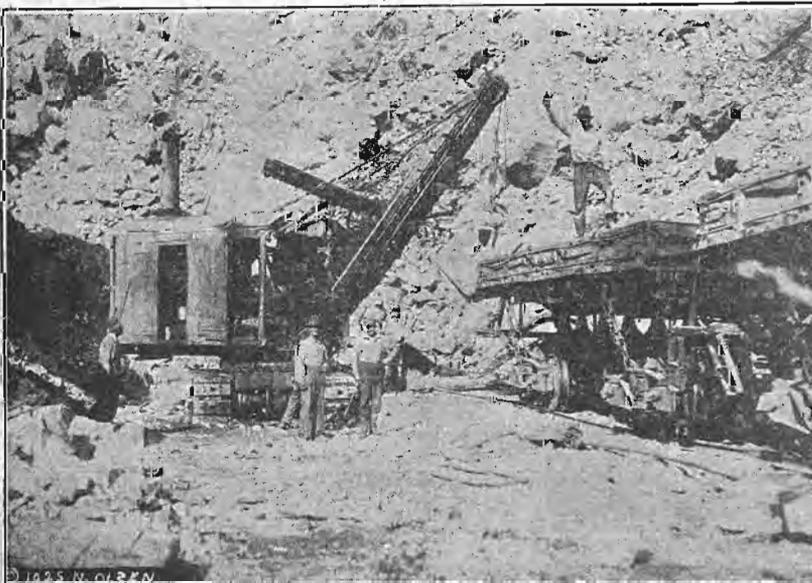
It is indeed very humiliating that we are compelled to report the uncalled for defeat and downfall of such valiant and noted golfers as A. Pentecost, General Foreman and A. J. Kroha, Asst. Gen'l Storekeeper. The field of battle was the Fircrest Golf Links, the date July 23rd, 1925. The victor was Mr. C. G. Juneau of Milwaukee. The score card reflects very vividly the utmost failure of the former mentioned gentlemen to withstand the attacks of their eastern opponent, and uphold the dignity and morale of our institution. That they should permit Mr. Juneau, an easterner, to come out here and give them a good trimming—oh my—



View on West Side of Tunnel No. 8, Sixteen Mile Canyon, Showing Contour of the Mountains Before the Earthquake



View in Front of Tunnel No. 8 Showing the Gap Made by the Earthquake Slide



Clearing Away the Slide

oh my— this is terrible. For the benefit of all concerned the official score was as follows: Juneau—100, Pentecost—126, Kroha—102.

The office of W. L. Hubbard, General Foreman Substations, has been loaded bag and baggage, including the clerk, and moved to the old Tacoma Eastern freight depot.

S. Haugen has been appointed to fill the position left vacant in the Store Department

by the promotion of Harley Whitford.

Bill Brautigam, Roundhouse Foreman at Deer Lodge, paid us a visit. Bill is vacationing in this locality taking in the scenery at Mt. Tacoma, and the sights about town.

A brother motorist recently side swiped the car of Geo. Hanley Spraguer, our stenographer, taking the fender off the same, that is, car. Hanley tried to collect from said B. M. but

failed to realize any forthcoming currency, so took the matter up with his insurance company, which paid part of the damage, and Geo. had to assume the rest. In consequence Mr. Spraguer has added to his standard list of equipment—1 Brick, 1 Large piece of wood, such as used in Caveman age, 1 Gat, and many other means of punishment. Should any accident as above mentioned occur again he intends to collect by direct action.

Harvey Snyder and Dick Nofke went fishing at Kapowsin recently and caught 28 Bass. This figure was arrived at by quadratic equation, after receiving the original figure, which was many times greater than we reported as official.

### Milwaukee Shops

H. W. G.

The sympathies of the entire shops go out to Mr. and Mrs. Jno. Crowley in the death of their son, Jno. Jr., who died suddenly in Chicago, Aug. 3rd. Mr. Crowley died of Ptomaine poisoning we are told suffered much in the quick take off. The young wife mourns a severe loss and she too has the condolence of the host of friends. The funeral was held at St. Roses Church, burial in Calvary cemetery, and followed by a large concourse of friends.

Foundry Supt. F. E. Brownell has been at Mt. Clemens, Mich. recuperating his health.

Asst. Mech. Engineer H. A. Sjogren was laid up a few days sick but is with us again. Harry reports a pleasant time on his recent trip to the coast over both lines of road.

The Traveling Engineers had their annual staff meeting at the shops Aug. 3rd and 4th. One of the features was four reels of motion pictures of the electrification of Swiss Railways. The films were sent here by Mr. Silcox and were the finest set of reels we have had yet.

Mechanics and scenery it seems mixes all right after all.

Mr. Mehan has just returned from another trip to New York.

Attempts are being made to snap "the Pioneer Limited" at Wauwatosa which hangs thru at a 50 mile clip, just a little too close after sunrise.



## METHODS OF INTERESTING EMPLOYEES IN SAFETY WORK

By H. H. McChesney,  
Shop Schedule Supervisor,  
Milw. Loco Shops

There are, perhaps, no set rules or methods to be employed in interesting employes in Safety Work, yet, in a general way, there are a few suggestions which may help you in bringing before the employe the ever growing importance of "Safety" in his work.

The general trend for the past few years has been for "speed" in every line of business and a co-partner of speed is "Carelessness."

Proportionate with the increased speed in industries was the number of lives lost and injuries sustained among the general public.

Large manufactures throughout the land were seriously impressed and concerned themselves regarding a suitable remedy against this partnership of Speed and Carelessness, which was exacting such a toll of lives from their staff or employes and after due consideration there was launched in this country, the "Safety First" movement. On our railroad, this movement was instituted in 1912, and one need but look at the reports of our Safety Bureau to convince himself of the decided success it has proven.

To the average person, the slogan "Safety First" is merely a phrase which is repeated much as one says "Good Morning." Among many of our men, I regret to say, it is regarded purely as a matter of form, with no thought to its true significance and they laugh to scorn the one who cautions them against an unsafe practice. Because they have been following this unsafe practice for years and have never been injured nor injured anyone, they resent any suggestion of their safety committeemen or fellow workers to change their method of doing a certain piece of work or of handling a tool. Unfortunately, they are the ones whom we see with a hand, arm or leg amputated, and who regretfully say "I wish I had followed Bill's suggestion and I'd be at my old job today."

This condition however, may not be altogether the fault of the individual. "Safety First" is not a matter of Law, but of education and it may be quite probable that the unfortunate one had not been educated in safe methods regarding this work.

We are each of us responsible to the other in this matter of education and in interesting the employe in Safety work, it is going to be necessary that you know the individual for all men cannot be convinced by the same mode of reasoning.

You will find some who are easily convinced and become enthusiastic workers for Safety First. Others there are, who seem to be as indifferent to argument as the Rock of Gibraltar, yet, can be won over and when once en-

rolled, you are assured of their future activities in Safety Work.

The main feature in this great work to my mind, is gaining and keeping the confidence of the men. There are in the employ of the company, many who will not report unsafe practices or conditions, because they feel that by so doing they will jeopardize their job.

This condition can and MUST be overcome. Point out to them how the company is spending thousands of dollars yearly to protect employes against themselves and their folly. Convince them that the safety committee do not call their attention to an unsafe practice, simply because they have the authority or in a spirit of meanness but rather for their own and the company's welfare, not to get hurt. Picture to him his home condition, should he be so unfortunate as to be incapacitated for work, resulting from an injury sustained perhaps, because he feared to report an unsafe condition.

You have, no doubt, heard a man make the remark that the company was interested in safety only from a monetary standpoint, because fewer accidents mean less money paid out in claims. They may be right, but personally I believe the officials deeply regret the injury to any employe, and sympathize with the family of any where Death calls.

But suppose they were interested only from a monetary standpoint, safety is a personal and individual thing, in which each one of us should be vitally interested and if someone else is also sufficiently interested to prevent an accident to us, we should be thankful for that interest, regardless of the motive back of it. They may make money by it, yet we should be thankful that it has left us with hands, feet and eyes with which to provide for ourselves. Blame accidents are many times laid at the door of the company by railroad men; yet, who is the company but these very men, and everyone, and blame thus placed rests not only on them but on every employe.

Safety is much a matter of habit and we as supervisors should set examples of safety to those under us. It has been found that the most efficient foreman has the least number of personal injuries in his hang, for the reason that a careless man is not productive of good service and the efficient foreman will not long tolerate him.

The careless, unsafe man is a liability and the careful man an asset. Give us more assets and less liabilities.

Environment means a great deal, and as employes, our actions are sure to manifest themselves on the younger and inexperienced man. If you are careless and unsafe in the discharge of your duties, the younger man, by emulating your example, will lay the foundation for an unsafe and careless life instead of a safe and careful one.

New men are entering the ranks every day, to whom the railroading is

a new game. These men we must start off on the right course, instill in their minds the thought that we will not tolerate unsafe practices and that we stand for Safety first, last and always.

Make corrections of items reported as unsafe at your safety meetings as quickly as possible or if they cannot be corrected in full, make explanations to the committee as to the reason.

Commend those who do exceptional work in Safety and I believe it a good idea to award to the individual doing good service in safety work some little medal or token of merit, and to the Department an inexpensive desk plaque as showing his department the safest for a certain month. This will tend to create a competitive feeling between Departments and keep every man alert in preventing accidents.

Make the men feel that it is an "up-to-you" issue, and make them fear an accident as they do a contagious disease. Bear in mind that one slight act of ours may cost another man's life that "The sins we do two by two, we must answer for one by one."

I recall reading an article in which Pope's essay on man with regard to "Vice" was made applicable to accidents:

Accidents are monsters of such frightful men  
That to be hated need but to be seen,  
Yet seen too oft, familiar with their face  
We must endure, then pity then embrace.

Let us apply our time in keeping accidents to a minimum rather than to become so used to them that we make no effort to remedy the cause. Let us each go back to our respective positions with the determination to be better Safety men ourselves and to make those under us exponents of the Safety first work.

With the intention of creating a competitive department interest in the matter of reducing accidents in our shops, we had made the Safety Race Board, prints of which are attached and which is hung in the center of the shop so all may see.

This movement was started in January of this year.

The spaces following each department heading containing forty-six divisions. The spaces between the first two heavy lines representing tenths and the balance of the spaces full percent of accidents in proportion to the number of men employed. The left of the board is the starting point and the position of the horses is changed at noon each day.

You will note that only one of the horses is named and as Spark Plug is generally the loser in our comic cartoons, he is placed in the space of the department having the most accidents, together with his owner, Barney Google, and his pace maker, Rudy.

The accidents as shown by the pic-

tures include only those where time was lost by the employe and our records show a decrease of about 10% over last year, which surely reflects credit on our safety committee, and while none of the credit for this decrease can be attached to the installation of the Safety Board, it does stimulate interest and keeps before the employe the idea of "Safety First."

### THE TEN COMMANDMENTS For the Auto Driver

- 1st. Thou shalt learn to recognize railroad crossings and approach them with extreme care.
- 2nd. Thou shalt look both ways and listen for trains.
- 3rd. Thou shalt always use good judgment at railroad crossings that thy days may be long upon the land and the enjoyment of thy car continuous.
- 4th. Thou shalt be doubly alert if there are two or more tracks.
- 5th. Thou shalt not kill the passengers within thy car.
- 6th. Thou shalt keep thy brakes girded with effective break lining.
- 7th. Thou shalt not depend upon the driver of the car ahead.
- 8th. Thou shalt, when in doubt, take the safe course always.
- 9th. Thou shalt not try to "beat the train."
- 10th. Thou shalt Cross Crossings Cautiously.



The above photo shows how Chicago Terminal Switchman M. J. Wiltzie draws the attention of following cars to the idea of SAFETY FIRST. As you will see he has pasted one of the best posters we have ever gotten out on the rear of his car where all may "read as they run."

Joseph V. Miller, Western Sales Representative of the Prime Manufacturing Company, has resigned to become Assistant General Storekeeper of the Chicago, Milwaukee and St. Paul Railway.

C. Arthur Dunn, Eastern Sales Representative of the Prime Manufacturing Company, with headquarters at Philadelphia, has been promoted to Sales Manager-Railway Division, with headquarters at Milwaukee.

# Practical Fuel Economy

By WILL DRAKE

There is always a vast difference between the theory of any process and its practical application and this is no discredit to theory. Rather is it to the discredit of practice that we have not been able to approach nearer to perfection as indicated by theoretical performance.

In no instance is the discrepancy greater than in the locomotive. With all of its improvements it still remains an exceedingly wasteful machine transforming less than 6% of the heat energy of the coal into mechanical energy at the draw-bar. This statement is not meant to include the recently built condensing turbine locomotive. This machine has proved in tests to be exceedingly efficient, but, it has not yet had a chance to demonstrate its mechanical reliability over long periods of service.

What is referred to is the common type of reciprocating locomotive in use all over the country. As a very ordinary stationary plant will deliver 10% of the heat energy of the coal into useful work, the reader may reasonably ask where all the waste occurs in the locomotive.

In taking up the practical side of fuel economy, it will be well, as a beginning, to summarize it in its elementary form and to state the fundamentals, of the proposition. If power is derived from the oxydation of fuel under a boiler, the ideal conditions would be fuel that was 100% combustible and just enough oxygen to accomplish the combustion. As every one knows though these conditions are unobtainable in practice, because there is no fuel entirely free from ash, and no supporter that is entirely composed of oxygen. Another factor in the case is ability of the boiler to absorb the heat of combustion, so that the three essentials to economical steam production, are clean coal, sufficient draft, and proper boiler design.

As affecting fuel economy the boiler is by far the most important part of the share of the operating expense. Correct performance is not entirely a matter of design. It matters little how elaborate, modern or well equipped the boiler may be, skill, good judgment and continued vigilance on the part of the fireman are required to secure the best results.

Waste of fuel is caused by heat escaping without doing any useful work. In a boiler these losses are grouped under two heads, inherent losses and actual losses. Inherent losses are losses due to the heat consumed in accomplishing the chemical reactions of combustion as well as the mechanical actions of the products of combustion. For example the temperature of the smoke or flue gas cannot be lowered below that of the heating surface, that it last comes in contact with. This of course is the temperature of the steam or water at the front end end of the flues, so that the difference between it and the atmospheric temperature where the air enters the ash pan is an inherent loss. All inherent losses are unavoidable and for that reason the reader need not concern himself with them. The actual losses are

preventable. They are due to poor fuel, improper combustion, radiation and mechanical or human defects. Although they are theoretically preventable it is impossible to entirely, eliminate them in practice, because as has been said before, no practical fuel is available that is 100% combustible. Likewise no human being is infallible and no boiler has ever been designed that would absorb all of the heat from the fire. The most that can be done is to secure as nearly ideal conditions as possible, and the difference between the former and the improved performance is the saving.

The minimum practical loss, which is what we are striving to reach, depends upon the kind of coal, and the condition of the locomotive as well as the method of handling.

The method of handling is the only factor that the engine men are concerned with, because all that is expected of them is that they will do the best that they can with what they have to do with.

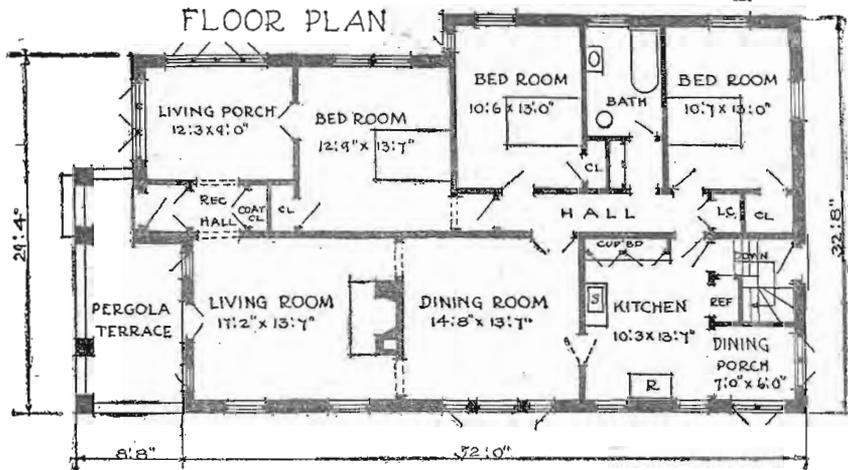
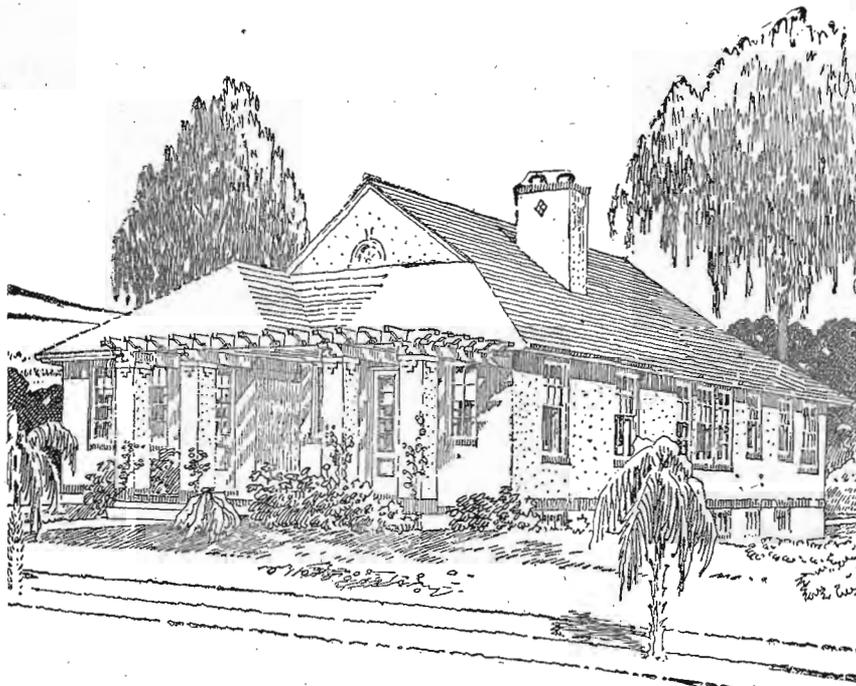
A locomotive to completely utilize the heat of combustion would require to have its boiler free from radiation and leakage losses, a condition that as stated before is commercially impossible. An average figure for very good stationary boilers, properly installed and handled is that they will absorb about 77% of the heat of the coal, while a boiler mounted and operating as a part of a railway locomotive will scarcely absorb 50% so that as stated, at its best, the steam locomotive is an exceedingly wasteful machine.

The heat losses that the fireman has to deal with are of two classes those due to an insufficient amount of draft, and those due to an excess. In order to illustrate how large a factor draft is in the subject of combustion the following formula is given even at the risk of making this paper somewhat technical.

"The loss of heat in the chimney gasses is equal to the number of degrees rise, in temperature, between the ash-pan and the smoke box, multiplied by the number of pounds of flue gas per pound of the fuel burned, and this product by the specific heat of the gasses which is taken as 0.24".

It will therefore be seen the extent of this loss is directly due to the amount of draft. Although the temperature of the "front-end" is a factor in the calculations it is in fact also entirely controlled by the amount of draft. Front end temperatures of locomotives when working are seldom below 500°, and as the excess of air often runs beyond 175% of the theoretical requirements the heat lost in the chimney gasses, frequently amounts to more than half of that generated. Again the reader may ask, "Why is this condition tolerated?"

(Concluded next month)



### THE COLUMBIA

J. T. Pomeroy, Architect, Chicago

The Columbia is a type of bungalow that is proving popular. Although from the outside it looks small, it is surprising to see how much room is available within. It needs a lot at least 45 feet wide and should face west for preference, but on either a northern or southern aspect this plan would fit in well.

An entrance porch leads into a small vestibule from which a comfortable living room opens on the right. The fireplace is placed at the end of the room and is flanked by two archways leading into the dining-room. This rather unusual feature in the design will give a very interesting and dignified appearance to the living room, although, of course, the fireplace could easily be transferred to the outside wall if desired by those who prefer the customary arrangement.

The paved terrace with pergola in front of the living room adds greatly to the effectiveness of the plan. Climbing roses or wisteria will quickly cover this and produce a bower of blossoms that will be a delight to the owner.

The large living porch, screened and

glazed, opens on the other side of the reception hall and is in effect another living room. If desired the sash could be omitted and the porch left open. A door instead of an archway should then be placed in the reception hall to shut it off from the rest of the house.

The dining-room lies behind the living-room and is well lighted from a triple window. From this we pass into the kitchen and a door in the central partition leads into the hall that communicates with the sleeping quarters. Beyond the kitchen is a small dining alcove lighted on two sides.

There are three good bedrooms all having cross ventilation. The front bedroom opens into the living porch. Some people prefer to rearrange this plan by placing the kitchen in the space occupied by the front bedroom and using the space now shown for the kitchen, for a large bedroom. This could be arranged without additional cost.

A cellar is planned under one-half of the house containing laundry, boiler room, etc., but if built in warm climates this would hardly be necessary.

The contrasting color tones of a red or a green cement tile or cement asbestos shingle roof against the cream

tinted stucco walls will give a pleasing appearance to this house, in addition to making it largely firesafe. Upkeep will also be reduced to a minimum.

An attractive illustrated booklet called, "Your Home" may be obtained free of charge by writing the Editor. It contains pictures of more than a dozen homes about the country and much information of interest and value to anyone planning a home.

### River Division News

M. M.

Here it is time again for the news and with one's head brimming over with ideas concerning vacation how is one to settle oneself down and write what's going on around here. And in fact it seems as though everyone is pretty quiet. Even Engineer John Hilger, since he has become a bachelor—Mrs. Hilger is taking an eastern trip, stopping at New York, Montreal, Atlantic City and other cities. John is going to have his wife hear favorable reports when she returns.

Have given up the idea of trying to tell about all the new cars that are purchased around here for it seems that everyone is enjoying the best there is in life with their cars. Operator H. D. Witte has been enjoying his Hupmobile this season. He seems to handle the wheel as well as he does the wires. Engineer Harris has stepped out of the Henry and Elizabethan age and has purchased an Overland and rumor has it that Agent F. C. Beck will be driving a new car in the near future.

Conductor Vandercook and wife of the Msla. Division made a short call on Mr. and Mrs. L. R. Corbiel while on their way home to Deer Lodge. Mr. and Mrs. Vandercook have been visiting in Wisconsin and Iowa.

Our popular MCB Inspector Tal Hughes and son, Arnold, made a trip of inspection over the River Division checking MCB records.

There has surely been a rush of business on the River and C. V. — Wabasha Divisions. During the past month there have been three work trains. Roadmaster McClellan is putting the C. V. & Wabasha Divisions in good condition for the coming year. All the engines have been working and it was necessary to have several borrowed men from other divisions.

### Twin City Terminal Happenings

"NAH"

"In the grade crossing league, the locomotive knocks out all home runs."

Mrs. Knight Cosner, formerly Margaret Allan, Stenographer Minneapolis Roundhouse, visited the shops with her little two year old dark eyed daughter.

Master Mechanic H. G. Dimmit of Austin, together with Traveling Engineer Roy Austin, made a business call at Minneapolis July 28th.

Mr. J. E. Bjorkholm also was a caller in the recent past.

Traveling Engineer W. C. Blase spent his vacation motoring to Fond du Lac, Wis., to visit a daughter.

Traveling Engineer F. G. Hemsey is spending his vacation traveling through the West—Seattle, Van Couver, and Winnipeg.

Mr. L. K. Silleox stopped over at Minneapolis to attend the Boilermakers' Staff meeting which is held annually at Minneapolis, conducted by Mr. A. W. Novak, General Boilermaker Inspector. As usual, the meeting was a success.

Mr. John Hendry made another visit to the shops and says he feels that it won't be so very long before he can get into the harness again if he still keeps on improving as of late. Here's wishing Mr. Hendry improves to such an extent that he can resume his old duties and enjoy being around once again with his old pals.



**To All Yard Employees:**

**TWENTY-SIX MILLION DOLLARS.** This was the cost to the principal railroads of the United States last year in freight claims, because of Rough Handling of Cars, Derailments, Delay and Unlocated Damage, and these four causes alone were responsible for over half of the entire loss and damage bill.

If it is fully realized that this benefits no one, but is simply a waste of natural and manufactured products, constituting a drain upon the production of the country, lowering railroad earnings and increasing the cost of living, we will all be anxious to do our part to conserve commodities and cut down their useless expenditure.

Some of the principal ways in which yard forces can reduce this waste are:

**First—Careful Switching.**

The most modern draft gears close solid at a coupling speed of about four miles per hour. At coupling speeds above four miles per hour the draft gears no longer serve to cushion the shock of impact and the blow is imparted directly to the car and its contents. After the draft gears have been closed, the destructive force of the impact increases out of all proportion to the increase in speed. For instance, two 57½ ton cars equipped with draft gears closing at a speed of about four miles per hour have the following reaction forces:

Miles per hour	Reaction Force in Pounds
4	370,000 (gears close)
4½	1,140,000

In other words, an increase on only ½ mile per hour or 12.5% in speed, causes an increase of 770,000 pounds or 208% in destructive force. Switchmen riding cars should make sure the brakes are in proper working condition and should always endeavor to hold the "cut" down to a rate not exceeding four miles per hour when connecting. Yard crews assigned to warehouse, team or industry tracks should use even greater precaution than in regular yard work due to the fact that they are called upon to switch cars that are sometimes partly loaded and the least jar is very liable to pull down the entire contents. This has been the cause of many large claims, and can only be prevented by Careful Switching.

**Second—Prevent Delay.**

Delay of itself not only causes claims, but greatly increases the hazard of theft, deterioration, fire, freezing and the damage of the elements, therefore we must see that cars make scheduled trains; that cars requiring weighing are weighed promptly; that Hold Tracks are switched at least once daily; and that loads requiring repair track movement are given preferred attention. Proper chalking or carding, and the prompt and correct handling of waybills are also essential, if costly delays are to be prevented. Diversion orders require special attention that change

may be accomplished promptly and the car moved in accordance with the new instruction to avoid rehandling, delay and resultant damage.

**Third—Priority for Perishables.**

Perishable freight must receive prompt and proper ice house protection and make scheduled connections. Care traveling under Ventilation should be examined to see that the vents and plugs are adjusted in accordance with instructions appearing upon the waybill.

**Fourth—Seal Protection.**

A great many claims are paid on account of inability to produce complete and correct seal records. You should see that the seals of every loaded car, placed on and pulled from, private siding and delivered to, or received from, connecting railroads, are carefully examined and complete records taken, showing Road, Prefix and number. Whether regular seal record is maintained or not, all yard clerks when chalking or carding a train, should examine the seals, and if any broken or void, a new seal should be applied and the necessary reports made to cover. All closed cars should be properly protected with seals and the yard clerk should see that none leave his yard without this protection.

**Fifth—Proper Equipment.**

Yard crews performing industrial switching can prevent much loss and damage by seeing that cars supplied to industries for loading are suitable for the commodity which it is intended to load.

**Sixth—Theft.**

This is one of the big items in freight claim payments. Cooperation between yard force and railroad police will go a long way towards reducing loss due to robbery.

While there are many other points which could be dwelt upon at length, in the final analysis we find that successful yard operation depends entirely on the interest taken in it by these directly concerned. Interest, combined with a knowledge of the rules governing yard operation and the exercise of care, forms a bulwark that is not easily broken down.

Shippers throughout the country have responded to the Railroads' appeal to pack freight in better and more secure containers, and as we are selling "Transportation," it is most essential that we all do our bit to insure freight being delivered at destination in good order.

Your help has enabled us to reduce loss and damage considerably during the past year, but there is much more work still to do, and with your assistance we hope to cut down freight loss and damage to the very bone. If we all get into the game wholeheartedly we can prevent this waste which, directly or indirectly, is a burden upon everyone.

**To Sealers and Other Employees Who Seal Cars and Take Seal Records:**

We now come to a phase of freight

transportation which is purely a freight claim prevention matter. The proper receiving, checking, handling, loading, delivering and waybilling of freight are fundamentals of railroad transportation. The car seal, however, was conceived to prevent freight loss, and incidental damage. It was developed not as a lock, but as an indicator, in order to establish whether the load moved through from point of origin to destination without tampering; if tampered with, to indicate where, when and ultimately by whom; and also, whether the loss when claimed should or should not be considered a railroad liability.

At all important points along our line police officers vested with state and municipal authority are checking loaded closed cars for seal defects. They report what they find on a seal exception reports, together with time and place. Each report is recorded and when a loss occurs the points where or between which the seal was tampered with is known with definiteness. Each loss is recorded against station, yard, division or district, and if a thief is not caught at once, his usual persistency will eventually lead to his undoing.

To know what seals are properly applied, that they are properly recorded and safeguarded, that records are taken at the proper time and place, and that any discrepancies are promptly reported to the proper authorities, is therefore the foundation in this work of determining responsibility for losses, and employees have a two-fold obligation, first to do the job right, and second, not to be of aid to a thief, however unwittingly this may be.

The condition of doors and door fastenings is as important as condition of seals. Car doors, door guides and the fastenings where seals are applied must be in good condition and any defects repaired before loading is completed.

It should be remembered that closed cars loaded with rough freight, such as coal, lumber, brick, etc., must be sealed. It is true that many such commodities are not ordinarily subject to theft. Claims for loss, however, from cars so loaded (sometimes the result of error in shipper's or consignee's check or weight) because of legal consideration can usually only be declined when a clear seal record exists.

**Seals Must Be Properly Safeguarded.**

A check should be made of all seals when received from the manufacturers to know that all are accounted for and they should be kept under lock and key at all times. Only authorized persons should have access to them. This is especially important in a yard office.

**Seals Must Be Properly Applied.**

New employees should be properly instructed in their application. The most common error is to pass the seal through one opening only. It must be through two openings in order to be properly sealed, and the flag on pres-

ent type of seal must be firmly pressed down so that any attempt to manipulate same will cause it to break off and show that it has been tampered with. Doors and door fastenings must be in good condition, and the Car Department should repair any defects found.

#### Seals Must Be Properly Recorded.

Books are provided for taking seal records. If not on hand, ask for them. Do not make a record on the back of a home route card or on a scrap of paper, transcribe it later, and then destroy the original record. This is unnecessary work and increases the impossibility of error. Take record of all seals on car, including Customs Seal and be sure you get all initials as well as numbers. Do not guess at the other side. Seals do not usually run in con-

secutive numbers on the same car. End door seal records must be taken, or a record maintained of the condition of fastenings on inside of end door. The seal record must show the name of railroad, prefix number or letter, and the serial number also the time, date and by whom taken.

#### Seals Must Be Applied and Recorded at Proper Time and Place

Record must be taken of seals at originating point and at destination, whether car is on a private siding, team track or at a freight house. The record should be taken before it is removed from point where loaded, or as soon as placed for unloading. It must be taken of cars interchanged with foreign roads, whether in switch movement or road movement; it must be taken at time

and point of interchange, as shown on the interchanging sheets. Record should also be taken of all seals when it is necessary to break one or more seals in transit, as for instance, on repair tracks.

#### When to Apply

Seals must be applied to all loaded closed cars which can be sealed. Set back cars whether house or team track, partially loaded or unloaded, must be under proper protection.

#### How Removed

All old seals must be removed and cars secured only with seals assigned to the point where loaded. Seals removed should be deposited on the scrap pile rather than allowed to fall to the ground.

## C. M. & St. P. Ry. Woman's Club

During the hot weather, several chapters of the Woman's Club have taken a recess, and those which have continued their meetings through the summer, have very generally had some sort of out-of-door recreation, and the "Club Picnic" is coming to be an established thing, with many of the chapters. It is certainly a delightful form of get-together, and might well be adopted by all of the clubs for one of the summer meets.

As announced last month, Chicago Chapter held no August meeting, out of respect to the bereavement of its president, Mrs. Williams, who suffered the loss of her husband on July 15th. The September meeting will take place on the usual day.

Milwaukee Chapter has been busy the past few weeks with its plans to entertain the visiting womenfolk at the Veterans' Convention. It plans to keep open house at the Club Rooms, and also to have reception rooms at Hotel Antlers. They are also planning a luncheon in September to open the 1925-26 season.

The annual report of the Woman's Aid of the Pennsylvania Railroad has just been made public, and contains interesting information in the way of club work for the railroad women. It says: "New high records for extent of work, as well as scope of service and activities were created by the Women's Aid of the Pennsylvania Railroad System last year. Membership in the Aid was raised to 184,766, the highest figure at which it has ever stood, representing a gain during the year of 67,743 members. The Women's Aid has now somewhat better than nine members for every ten employees in the divisions and departments covered by its work.

"The records show that 18,984 families were visited. Assistance was given, where needed, in the form of medical or surgical attention, food, clothing, coal and money; while flowers, fruit and other delicacies were carried to the sick and injured. The total amount disbursed in rendering aid was nearly \$80,000, all raised by the dues and voluntary contributions of its members, the holding of subscription dances, bazaars, or other entertainments; and the sale of candy, clothing and similar articles made or contributed by its members.

"On many divisions a special feature

was made of supplying Christmas cheer, and the report shows that altogether 1,032 Christmas baskets were furnished to families in their homes, in addition to the several hundred lunches and dinners to Christmas Day gatherings of employes and their families.

"The Women's Aid of the Pennsylvania Railroad System in 1924, completed its fifth year of existence under its present name. It was, however, originally organized three years previously, in November, 1917, under the name of the 'Pennsylvania Railroad Women's Division for War Relief.' Upon the termination of the War, it was reorganized under its present name to be a permanent association for the purpose of keeping alive the spirit of friendship and mutual helpfulness among Pennsylvania Railroad families, and of rendering practical assistance when required."

#### A Club Badge

The matter of the Woman's Club adopting a suitable badge or pin has been discussed several times at the meetings of the General Executive Board, and various requests have come in from outside members individually, and from chapters as a unit, that such a badge be adopted. On August 20th, the Executive Board, at a special meeting, decided upon the adoption of a suitable badge, and a design submitted by the Chairman of a Committee previously appointed for the purpose, was adopted. The design is appropriate for Milwaukee Railroad women, it being the road emblem in red, lettered in white with the Club's full name, "The Chicago, Milwaukee & St. Paul Railway Woman's Club." The emblem rests on a small bar with two slightly projecting ornamental ends, which allows of a more secure pin and safety catch than would be possible if the emblem alone were used. The cost to each member of such a badge, gold filled, with safety catch will be seventy-five cents, which is exceedingly reasonable considering the high class of the enamel work and the beauty of the design.

In order to get an approximate idea of the number to order, each Club president will be asked to canvas her chapter for the initial order. If the orders can be sent in without great delay, the

badge can be gotten ready for distribution in time for each club member to have her badge for the big meeting to be held in Chicago in October.

#### Superior Division Chapter

About seven hundred of the employes and their families of the St. Paul Road attended the first annual picnic for employes of the Superior Division, held at Bay View Beach, July 18th. The event was a decided success. From the youngest to the oldest all entered the spirit of the games and enjoyed themselves to the utmost.

Mrs. John F. Dunn, General Chairman, arranged a series of games and contests with prizes for the winners. The stunts started off with a peanut hunt for children under seven years, which was won by Robert King and Rosemary Maloney. In a potato race for children of the same age, Evelyn Schauss won first prize; in a sack race, Bernard Johnson was first; Balloon Race, Gertrude Chenelski; Lock Arm Race, Bill Tierney and John Dunn; Hat Trimming Contest for young people, Tom Dwyer for the quickest trim and Henry Kohls for the most artistic; One Hundred Dash for young people, James M. Foster; Married Folks Button Contest, A. Delaurelle; Potato Race for the same class, Mrs. H. C. Ballard; Free for All Relay Race, Elmer Buggman.

In the Tug-of-War, the Mechanical Department, with G. H. Abel as captain, defeated the Car Department with L. E. Biemert as captain. This event was one of the most exciting and the shouts for the two sides could be heard for blocks.

Dinner was served in the pavilion. Here tables had been reserved and coffee was served by a Committee headed by Mrs. B. C. Cheaney. Following the basket dinner, dancing was enjoyed.

#### Dubuque Chapter

July 22nd was one of the big days in the social calendar of the Dubuque Chapter; on that day about one hundred members and their families spent the day at an old fashioned picnic at the summer home of Mrs. Walter Keck at Massey. Besides those who spent the day, about fifty went down on No. 4 for supper.

During the day a short business

meeting was held, the remainder of the time being spent in playing bridge and five hundred and various other forms of recreation. Mrs. Keck's efforts to make the picnic an enjoyable one were more than successful and greatly appreciated by all who attended.

Supt. Thurber contributed largely to the comfort and enjoyment of everyone, by having trains Nos. 24 and 4 stop at the station going down and No. 9 returning in the evening.

Dubuque Chapter is very proud of their several chapter songs composed by Miss Lucille Millar and a little "welcome" song for new members composed by Mrs. J. P. Whelan, all set to the tunes of familiar airs. Now it seems the Grand Chapter thinks they include about everything required and are going to adopt some of them as C. M. & St. P. Woman's Club songs. We hope everyone will like them as well as we do. The more we sing them the better we like them.

While vacation time is here Dubuque Chapter is maintaining its committees and carrying on its relief work. During the current month assistance has been given two families who had sickness and death.

Plans are under way for a C. M. & St. P. Club dance at Union Park during the second week in September, to be followed by a rummage sale, a minstrel and a Christmas party for the kiddies; the proceeds of the minstrel to be used for the children's party. More about this later.

Mrs. J. E. Grice has been appointed chairman of the Constitution and By-Laws Committee, to succeed Mrs. McEwen, who has moved to Pittsburgh, following Mr. McEwen's transfer.

During September all the committees will arrange and commence in earnest the various activities for the approaching season.

#### Kansas City Chapter

The Kansas City chapter of the Chicago, Milwaukee and St. Paul Woman's Club held a very enjoyable picnic at the home of Mrs. F. F. Louthan, on July 18th.

Mrs. Louthan gave the members such a hearty welcome to her home that all present pronounced her a most excellent hostess.

The baskets were well filled with everything tempting to satisfy the appetite of those who attended and all report having spent a "never-to-be-forgotten" time, and their only regret was that the excessive heat kept quite a number at home.

A number of our club members are ill, namely, Mrs. John Bammer and Mrs. Herschel Savage. The small son of Mrs. Savage had the misfortune to fall off the fence and break his arm. Miss Genevieve Lord, who had her tonsils removed, is able to be around again.

#### Sioux Falls Chapter

The Sioux Falls Chapter of the Milwaukee Railway Woman's Club at their last meeting and with a good attendance voted to jointly assist the Progressive Club in putting on a benefit dance to assist needy employees who were sick. This dance was put on with the largest attendance ever had at Elmwood park pavilion. Some seventy-three dollars

was allotted the Club and they feel their efforts were not in vain in the undertaking.

It is probable another dance will be given in the near future as dances seem to be in order at this time in the park for it is a most pleasant place for such entertainments.

Mrs. J. R. Bankson, president, spares no effort in furthering the club's interests; she is busy at all times. The Progressive Club have informed her their services will be at her disposal any time her club wishes to put on a dance for it could be for no better cause.



Club House of Ottumwa Chapter, Ottumwa Junction

#### Ottumwa Chapter

It has been decided to change the regular meeting day of the Ottumwa Chapter to the fourth Friday of each month. It is thought that on this day it will be convenient for more of our members to attend.

The by-laws recently adopted provide for an auditing committee which in this chapter is composed of Mrs. J. V. Tuomey and Mrs. F. E. Orvis. They report the books for the first six months of this year have been audited and everything in good shape and all money paid. Our charities amounted to more than it was anticipated.

General Manager J. T. Gillick, during an inspection trip, recently looked over our club room. He commented on the very fine work the Woman's Club was doing over the entire system.

Through error our big picnic of July 4th was not reported in last month's magazine and it was much too big a success not to make mention of, even though a bit late. The picnic was held in Memorial Park which is located just outside the city. Mrs. A. L. Love was in charge of the picnic while Mrs. Herbert Cogswell took care of the entertainment and prizes. A good many bricks of ice cream left from the picnic were donated by the ladies and taken to Sunnyslope Sanitarium. The big feature of the picnic was the baseball game with Trainmaster J. H. Valentine and Machinist John Gavin batteries against Superintendent B. F. Hoehn and Master Mechanic R. C. Hempstead, with Engineer T. H. Kemp as umpire. The game was called at the close of the third inning on account of unsatisfactory decisions of the umpire. The Valentine-Gavin players won with a score of 13 to 0 and were rewarded with a carton of cigarettes.

Mrs. R. O. Clapp is in charge of the party to be given next Friday afternoon. There will be cards and for those who do not play, a musical pro-

gram has been arranged.

July 18th was the 94th birthday of Mrs. Anna Parrish, who we believe is the oldest member of the Railway Woman's Club. She was the recipient of many beautiful flowers and was remembered with birthday cards by sixty-five of her friends.

#### Tacoma Washington

Tacoma Chapter members and friends were invited to join Seattle Chapter picnic outing at Redondo Beach on July 18th. A very pleasant day was spent visiting and witnessing the sport events. Charles Wende proved to be the speedy American racer and carried home the prize. After a delicious chicken dinner, dancing and moonlight swimming were the popular pastime.

We wish to thank Seattle Club for their kindness in inviting us to join them at such an enjoyable outing.

Mrs. E. L. Cleveland and Mrs. C. A. Snyder have returned from a trip thru the eastern states and report having spent a very pleasant visit at Superior Division Chapter meeting. Mrs. F. C. Dow, president of Superior Division, formerly resided in Tacoma and it was especially pleasing for them to witness the activities of this popular club.

We are looking forward to some interesting social events to be held when we resume club activities in the fall.

#### Lewistown Chapter

A business meeting was held in June, at the Milwaukee depot, with all of the club members present. During the evening, much speculation was indulged in anent the providing of the essential furniture for the two club rooms that had been presented by the Milwaukee management. These rooms are very pleasantly located in the second story of the Milwaukee station and the gift is greatly appreciated by the members of the club. Dances and socials were planned to obtain a fund for the furnishing of the rooms.

After this business had been transacted, a guessing game was indulged in, and at the conclusion of this spirited contest, two handsome prizes were awarded to the holders of the highest and lowest scores. And then the event of the evening occurred, when the members were entertained by Miss Helen Cornwell in several pretty dances, interpreting some familiar modern songs. Miss Cornwell's artistic ability is unquestioned and the dances were greatly enjoyed by all present. Afterwards the ladies spent some time in the new club rooms, and later Mrs. Davis of the Depot Lunch room served some delicious coffee, the other refreshments being provided by the ladies of the club.

June twenty-four was the date of the Lewistown, Chapter Milwaukee Woman's Club dance. The weather was ideal, a clear cool moonlit night. And due to the generosity of Supt. Gillick, the dance hall was a thing of beauty and comfort. Unless one had seen it, one could not imagine what a lovely ballroom the waiting rooms of the Milwaukee station made, with the neat floors and tiled walls of softly-tinted green. Many spoke of the artistic beauty of the rooms, and the club members planned (for the next time) to have a few palms and rubber trees scattered about, transforming the Milwaukee de-

pot from a thing of utility into a stately reception hall. We were all very enthusiastic about the waiting rooms, and very grateful to Supt. Gillick for his kindly offering of it for our pleasure, but sorry that our genial Superintendent did not use his ticket, for it is generally known that a considerable number of the ladies present had been counting on at least one dance with him. One of these disappointed ones was lucky that night and had the pleasure of sitting out several dances with the charming blond engineer, Mr. C. Warner. Among those who seemed to be enjoying the evening, were the three merry gentlemen, Mr. Obst, Mr. Porter and Mr. Lupton. These seemed to be particularly happy, not letting a single chance pass to trip the light fantastic toe, and trip it they did with much grace and pep-ful verve. The Milwaukee girls (and women) are hoping they will always attend the club dances. And, speaking of popular gentlemen, another must be mentioned, Mr. Sandborg, who acted as door-keeper and who made a very efficient and genial ticket-collector, and by his handsome and solid appearance attracted many of the "fair sex" to the east entrance of the Milwaukee station.

All in all it was a very successful evening and augers well for other social gatherings, during the coming winter of the Milwaukee Woman's Club.

Special mention should be made of and our vice-president, Mrs. W. M. Anderson, who so graciously looked after the well-being of the guests and who merit much praise for their successful efforts.

And our gratitude, too, is due to the chairmen of the program and ways and means committees, Miss Mabel Newbury, and Mrs. H. T. O'Donnell, respectively, who gave so much time and energy to the arrangements and to whose devotion to this work was largely responsible for the success of our first club dance.

Also we are indebted to the obliging stalwart young men of the Milwaukee office force, who helped to make the dance gay and peppy.

And special mention should be made of the many out-of-town members who volunteered to purchase tickets even if they could not be present at the dance. We want to thank these for their loyalty to our fund for furnishing the Milwaukee Club rooms; also we gratefully acknowledge the gift of Agent Tom Humphrey, of seven beautiful and comfortable chairs for the officers. And too, we owe to the adroit management of the astute Mr. Obst for the nice table; and Mr. Coonrod has made us an offering of two oil paintings for the reception room; thus the furniture grows and grows and we hope to make the club rooms a place of enjoyment to all the Milwaukee folks.

#### Janesville Chapter

With more than 400 people in attendance, representing both of the local railroad shops and several cities on this division, the picnic sponsored by the Janesville chapter of the C. M. & St. Paul Railway Woman's Club at Riverside Park, Tuesday afternoon, July 28th, was a huge success. Thirty local mer-

chants donated prizes for the various contests.

A baseball game between teams of the two shops, won by the Northwestern men 32 to 4, and a dance in the evening were the big events of the gathering, which is believed to be the first time that men from both roads were joined in an event of the kind.

A series of games was held starting at 3 P. M., and lasting through the afternoon in charge of Mrs. George Ryan. Nearly every one at the picnic took part in the contests, from children of 3 to women of 60.

A number of novelty contests were held. A brooch was presented to Mrs. Davey for being the oldest club member present, and 10 pounds of meat was presented to Mrs. Morris McCarthy for having the largest family at the outing. Mrs. T. L. Pagel of Mineral Point, won a prize for having come the longest distance. In the thin ladies' race Mrs. H. Dolman took first, with Mrs. L. Michaels capturing first in the fat ladies' contest. Bob Young won the fat man's contest. Harriet Mulligan and Burnett Thyse, Madison, together won the potato race, with Mrs. J. J. Callahan taking first honors in the advertising game. In lucky number and guessing games Mrs. Frank Drew won a fountain pen, and Alice Sweeney, Edgerton, took a first prize. John Winikins ate his pie the quickest and took first prize in the pie contest.

A women's tug of war created a great deal of excitement as well as one between the men.

A fish pond presided over by Mesdames Paul Siebert and Louis Michaels was a center of attraction.

After the picnic supper, at tables, made attractive with bouquets of flowers arranged by Mrs. Wm. Wilcox, dancing was enjoyed to music furnished by the Lakota Club orchestra, with Mrs. A. Hennessy, Mrs. H. Fish and Mrs. F. Zimmerman in charge.

A refreshment booth in charge of Mrs. F. Drew was well patronized.

People from Detroit, Kenosha, Madison, Mineral Point and South Dakota were among the out-of-town guests, and Mr. and Mrs. Frank Maxwell and family with the entire office force from the St. Paul division headquarters at Madison were also present. C. L. Iotle, Madison, was here greeting old friends.

Mrs. James Fox was general chairman of the committees, working on the picnic, the success of which was due to the very efficient work done by Mrs. Fox and the women in charge of the various activities.

#### Marion Chapter—Women Club

The Sunshine Committee, Mrs. Willis Jordan, Chairman, reports the total of the Lyle Kindig Fund as \$1,293.00. To date the reports from Washington Boulevard Hospital, where Lyle Kindig was operated upon and being treated, show that he is progressing rapidly and the chance for his complete recovery is very good. He will be in the Hospital for some time but he is now up and around on crutches and is taking treatment to lengthen his limb and strengthen the hip muscles.

President, Mrs. M. J. Flanigan, officers and members of the Club, wish

to thank everyone that gave so generously to this fund. The Club gave their entire treasury to this fund which amounted to \$301.00.

Knowing that the Club fund was exhausted, the men at Atkins Shops volunteered to donate their services to play a benefit baseball game to build up the depleted treasury. C. L. McDonnell was chairman in charge of the arrangements and deserves much credit for his part in the success of this benefit game.

On August 6th the Atkins Shop men played Marion town team at Marion Athletic Park. The Shop team was composed of all shop men with the exception of the battery which were from Atkins Town team. The Marion Town team also donated their services and the Club wishes to thank Manager Steve Hines and the team for their cooperation. L. D. Smith is manager of the Shop team and also deserves much credit. The battery for the Shop team were Scheuler and Bliss—for the Marion team, Carlson and Ballard. The Shop team was defeated by a score of 7 to 1.

The game was a success financially, the net proceeds being about \$150.00 which puts Marion Chapter on their feet again.

C. L. McDonnell himself sold over 200 tickets and Manager Hines of the Marion team sold a great many. Mrs. H. R. Perrin and Mrs. L. H. Owen of the Club sold tickets in the offices and business district.

The Club has not held any regular meetings for the past two months on account of the hot weather and will hold their next regular meeting at the Memorial Hall, September 11, 1925.

#### Spokane Chapter

The Spokane Chapter held their regular monthly business meeting on July 15th at the K. P. Hall. Following the business session a card party was held with 65 present. Every one reported having a very delightful time. Refreshments were served.

The Club is planning on a picnic in place of the regular business meeting in the month of August. At the present time no date has been set for the picnic, but everyone is looking forward to it.



Florence and Virginia, Daughters of C. & M. Div. Engineer Sam Price

### The Patterns

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1925-1926 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, Room 802, Union Station Building, Chicago, Ill.

5183. Ladies' Dress for Stout Figures with Slender Hips.—Cut in 9 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 42 inch size, as illustrated in the large view requires  $\frac{3}{4}$  yard of 54 inch material for collar, band cuffs and full sleeve portions, and  $3\frac{3}{8}$  yards of contrasting material for body portions and cap sleeves. Price 12c.

5192. Ladies' Dress.—Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3 yards of 54 inch material. Price 12c.

5201. Girls' Dress.—Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires  $2\frac{3}{8}$  yards of 32 inch material. Price 12c.

5232.—Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires  $1\frac{1}{8}$  yard of striped material and  $\frac{3}{8}$  yard of plain 36 inches wide, if made as in the large view. Price 12c.

5220. Misses' Dress.—Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires 2 yards of 54 inch material. Price 12c.

5230. Juniors' and Misses' Dress.—Cut in 4 sizes: 14, 16, 18 and 20 years. A 16 year size requires  $1\frac{1}{4}$  yard of 54 inch material with  $\frac{1}{2}$  yard of contrasting if made as illustrated. Width of the dress at the foot is  $1\frac{1}{2}$  yard. Price 12c.

5209. Boys' Suit.—Cut in sizes: 2, 4, 6 and 8 years. A 4 year size requires 2 yards of 36 inch material. Price 12c.

5208. Child's Dress.—Cut in 4 sizes: 2, 4, 6 and 8 years. A 6 year size requires  $1\frac{1}{8}$  yard of 32 inch figured material and  $\frac{3}{8}$  yard of plain, if made as illustrated. Price 12c.

5190. Ladies' Porch Dress.—Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size, as illustrated in the large view, requires 1 yard of plain material and  $3\frac{3}{8}$  yards of figured 36 inches wide. Price 12c.

5197. Child's Dress.—Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 2 yards of 36 inch material. Price 12c.

5188. Morning Frock for Stout Women with Slender Hips.—Cut in 9 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. As illustrated a 40 inch size requires  $5\frac{1}{4}$  yards of checked material and  $\frac{1}{2}$  yard of plain 36 inches wide. Width of the dress at lower edge is  $1\frac{3}{4}$  yard. Price 12c.

5184. Ladies' Apron with Cap.—Cut in one size: medium. The Apron requires  $1\frac{3}{4}$  yard of 36 inch material and the Cap  $\frac{3}{8}$  yard. For facings of contrasting material  $\frac{3}{8}$  yard is required. Price 12c.

### Good Things To Eat

**Kentucky Salad.** Peel, chop and drain sufficient cucumber to make one half cup. Add one half cup canned chopped pineapple. Soak one and one fourth tablespoons granulated gelatine in one fourth cup cold water; then dissolve in one fourth cup boiling water and add to first mixture. Then add one fourth cup each sugar and vinegar; two thirds cup pineapple syrup, one tablespoon each tarragon vinegar and lemon juice and a few grains salt. Chill in mould. Serve on lettuce leaves with mayonnaise dressing.

**East India Salad.** Work two large cream cheeses until smooth. Moisten with equal parts milk and cream. Add one half cup grated American cheese, one cup whipped cream and three fourths tablespoon granulated gelatine soaked in one tablespoon cold water and dissolved in one tablespoon boiling water. Season highly with salt and paprika. Chill in mould and serve on lettuce leaves, with curry dressing.

**Curry Dressing.** One teaspoon salt; one quarter teaspoon curry powder; one quarter teaspoon pepper; five tablespoons oil; three tablespoons vinegar. Mix in the order given.

**Corn Pudding.** Scald three cups milk and pour over two cups popped corn, finely pounded. Add three slightly beaten eggs; one half cup brown sugar; one tablespoon butter and three fourths teaspoon salt. Turn into a buttered dish and bake in a

slow oven until firm. Serve with cream or maple syrup.

**Frozen Plum Pudding.** Make a custard of two cups milk, one half cup sugar, yolks of six eggs and one fourth teaspoon salt. Caramelize one half cup sugar and add to this mixture. Strain and cool. Then add one fourth cup orange juice; two and one half cups cream; three fourths cup candied fruit; one half cup chopped almonds; one third cup seedless raisins and one half cup pounded macaroons. Freeze and mould.

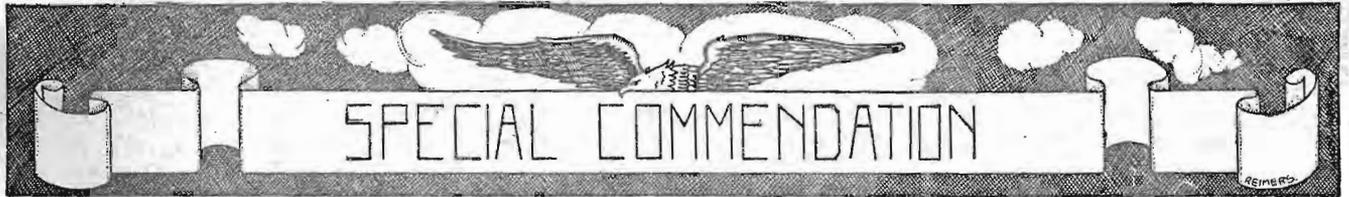
**Violet Mousse.** Beat one pint heavy cream until stiff, then add one half cup powdered sugar, pinch salt, ten drops essence of violet and two cups meringues, crushed. Turn into mould, fill very full, cover and pack in finely crushed ice and rock salt and let stand four hours.

**Crystallized Mint Leaves.** Wash and dry fresh mint leaves, stem and brush each leaf with the beaten white of egg. Dip in one third cup of granulated sugar flavored with five drops of oil of spearmint. Place closely together on a cake rack covered with paraffine paper and let stand in a slow oven until dry. If the leaves do not come out thoroughly coated, repeat the process.

Several pieces of copy for the September Magazine were lost in thansit between the Editor's desk and the Printing Office. Among these were the entire AT HOME page; an article from Mr. Penfield's Office on "New Work in Progress;" Motoring on the Milwaukee on the Rocky Mountain Division; Dubuque Division Items and possibly some others not yet checked. It will probably be possible to get a copy of the new work article for next month but of the others there seems to be no come back from the mishap.

—EDITOR.





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

C. & M. Division brakeman L. Madole, while inspecting train at Ingleside. July 30th, discovered a broken arch bar on SE12755. which would cause a serious derailment if car had been handled further.

R. & S. W. Division section foreman discovered sandboard down under car in train Extra 8326, west, August 14th, while train was pulling by at Sturtevant. He signalled the crew, and repairs were made before further damage occurred.

Madison Division conductor H. J. Hoffman was successful in securing some revenue business from Mazomanie to Wolsey, S. D., and return. Parties had practically decided to go via a competing line, but altered their plans upon the solicitation of conductor Hoffman.

H. & D. Division section foreman Ole Oleson, Marvin, S. D., on June 11th was awakened by a severe storm and went immediately out to patrol the track. He found sections of track badly washed out, due to the cloudburst, and flagged train No. 3, which undoubtedly prevented a bad derailment.

S. M. Division brakeman B. McGee, train 562, July 9th, discovered a defective frog on the east end of passing track at Oakland and notified section foreman.

On July 13th, R. & S. W. Division, conductor Stiles had two full fares and two half fares from Milwaukee to Freeport, enroute to Waterloo. He told the party that if they would continue on the Milwaukee to Cedar Rapids and take the electric from that point, they would reach Waterloo sooner than if they changed at Freeport to a competing line. The result was that they bought tickets for Cedar Rapids, which meant additional revenue for our company.

A. J. Friess, operator at Cedarburg, Wisconsin, discovered sand board down under car in train No. 66, at Cedarburg, July 2nd; and signalled the conductor in time to stop the train just east of the station, preventing what might have been a serious derailment.

Superior Division conductor W. L. Rupert, by quick action in connection with handling engine 2417 which ran away from Menominee June 9th, averted a very serious wreck, and much credit is due for the prompt and effective action taken by him.

Engineer R. C. Visger, conductor, J. L. Sophy, Chicago Terminals, while in the 7:50 trip out, June 16th, noticed spikes scattered along on top of both rails on No. 2 main. By backing up and removing the spikes, they averted what might have been a bad accident.

#### Tells of One of "The Kind Acts"

The following letter to Mr. J. H. Foster, Minneapolis, testifies to some of the courtesies received by the President of The Ancient Order of Hibernians of Hennepin County, Minn., while enroute home from Atlantic City; and Mr. Foster passes it on for publication in The Magazine:

Minneapolis, Minn., Aug. 6, 1925.

Dear Mr. Foster:

I have just returned from Atlantic City, at which place I attended a convention. Several of the delegates, myself included, traveled over your road between this city and Chicago and I wish to compliment your employees on the

kind and courteous treatment we received, especially Mr. Newell, who made every effort to make us comfortable on the train and after we arrived in Chicago, did everything he could for our comfort there.

There is another thing I wish to mention, which happened on our return trip. Mr. Dougherty, from Superior, Wisconsin, came to Minneapolis, in order to be with us, and was very desirous of making connections. Our train from the East was late and arrived in Chicago just about leaving time of the Milwaukee, but they held the train. The gate man told me afterwards that they held the train ten minutes for us. Of course, it did not make any difference to me, as I planned on stopping in Chicago, but Mr. Dougherty had to be back at a certain time and he certainly appreciated this act.

Now Mr. Foster, as you know, I used to railroad and so many times officials only hear the kicks and complaints against their employees, for that reason, I wanted to advise you on some of the kind acts, which were rendered to us by your employees.

Very truly yours,

(Signed) JAMES KELLY.

The following employes have been successful in soliciting passenger business:

Merle Fayner, General Mgr.'s Office, Chicago—2 Round Trip Tickets Chicago-Seattle.

Wm. H. Ormsby, Switchman—2 passengers Chicago to Seattle and return.

Wesley W. Nehf, Clerk, Office of Aud. of Station Accounts—3 Passengers Chicago to Omaha.

Geo. Ehmer, Office of Auditing of Expenditure—2 Passengers Chicago to St. Paul and return.

Mr. Burch, Office of Auditor of Station Accts. 2 Passengers Chicago to Omaha; One—Chicago to Sioux City.

Wm. Parks, Switchman, Winona—Several Theatrical Parties Winona to Chicago.

Albert Parker, Sleeping Car Porter—1 Round Trip Ticket Chicago to Seattle.

A. A. Carpenter, Chicago—Two Passengers Chicago to Seattle.

H. L. Stiles, Conductor, Beloit—2 full and two half fares Milwaukee to Freeport.

H. Wickler, Agent, Fairdale, Ill.—1 round trip ticket Chicago to Omaha.

Mr. Guzy, Minneapolis City Ticket Office—22 Passengers Minneapolis to Chicago; 12 Passengers Minneapolis to Chicago.

C. J. Fisher, Agent, Evanston, 1 Passenger Chicago to Seattle.

W. P. O'Day, Cashier, Pt. Angeles, Wn.—1 Round Trip Chicago to Seattle.

C. M. Bates, Fullerton Avenue—1 Passenger Aberdeen to Edgeley, N. D., and return; 1 passenger Chicago to Aberdeen and return.

T. P. Horton, Asst. Supt., Terre Haute, Ind.—1 Passenger, Chicago to Seattle.

Mr. Briggs, Conductor—1 Passenger Chicago to Sioux City.

Mr. Beck, Agent, Geddes, S. D.—2 half and 2 full fares Chicago to Sioux City.

D. S. Walter, 2nd Operator, New Hampton, Iowa—2 Passengers New Hampton to Chicago.

#### S. M. P. Office

"Hazel"

Northern Wisconsin seems to be the most popular place for the S. M. P. office vacationists. Some camped, some summer resorted, others merely fived, but our Northern Woods always welcome us and furnish us an enjoyable vacation. Those who spent their vacation as

the guests of Wisconsin's outdoors were—

Joe Barlein—Pewaukee Lake.

J. G. Koch—Pewaukee Lake.

Manila Voelkel—Manitowish.

R. T. Gribble—Northern Wisconsin and Michigan.

Walter Hartford—Green Bay.

Elinor Zastrow—Okauchee Lake.

E. E. Zimmerman—Fox Lake.

Walter Hanneman—Manitowish.

J. A. McCormick—Homecoming at Waterloo.

John Wurzer—Okauchee Lake.

Dick Langley—Green Bay.

Harvey Trevillian—Northern Wisconsin and Michigan.

Joe Macht—Wisconsin and Michigan.

O. Peters—Wisconsin and Michigan.

Eleanor and Beatrice Collins—Lost Lake.

If the shade of tan denotes the degree of enjoyment had, all the vacations must have been thoroughly successful.

Miss Frances Tryon took a trip to Detroit and liked it so well she stayed there. Miss Houk has taken her place.

Louis Dietrich has gone into the Automobile business. We wish him luck.

Chief Clerk Otto Moeller is home ill at the present writing but we all hope he will recover soon.

The S. M. P. office extends their sympathy to Mr. J. J. Crowley whose son, John, passed away August 11th.

The Traveling Engineers had their Staff Meeting on August 3rd and 4th. Messrs. John Bjorkholm and J. S. Griffith acted as Chairmen. Papers were read and discussed and a film on the building of electric locomotives in Switzerland was shown. The meeting was a complete success.

Our new office boy, the one with the wrist watch, is Mister William Houk.

Mr. A. S. Bross of the G. S. M. P. office spent a few days in Milwaukee on business.

Emmet Kelly is going to his home town, Philadelphia, and will also visit New York and Atlantic City.

Our AFE Bureau is also known as the Service Bureau. They have not had much publicity but any manner of service can be procured from this efficient organization. Their services are gratis and you are all invited to call on them for any kind of help. They also guarantee satisfaction. As exterminators of undesirable insects, I can vouch for their ability.

We congratulate Jack Mulder of the Shop Superintendent's office on his promotion to position as Chief Clerk at Savanna, Illinois.

Mr. Wm. Luebke, an enthusiastic Waltonian, has gone on a fishing trip. On many occasions he has delivered himself on the subject of sportmen's bait and barbless red ibis flies. Nevertheless, we learn that he toted a large box of night crawlers. It is hard to understand why he should compromise and do so unethical a thing as to fish with worms, perhaps it is a case of blending ingenuity with persistence. Anyhow we say Good Luck Bill.

Now that the origin of man has been definitely determined, peace again prevails.

Our feminine office force is now 100% bobbed. Katy, the janitress is the latest convert.

Miss Marie Henneberry is again with us, having taken the place vacated by Ollie Peters.

# 25 Years of Accuracy From His Hamilton

CONDUCTOR W. H. McGRAW of the Great Northern Railway is a veteran of forty years' service. For the past twenty-five years he has timed his trains with a Hamilton.

Last year, when the William Crooks Special made its celebrated run from Chicago to Seattle, Conductor McGraw was chosen to take charge of this unique train, which stopped at St. Paul, Minneapolis, Fargo, Grand Forks, Helena, Butte, Portland, Spokane and other western cities, and was inspected by over 300,000 people.

When Conductor McGraw, a quarter of a century ago, chose the Hamilton as his watch he selected it because of its timekeeping qualities and its dependability. Years of service have proved the wisdom of his choice.

Thousands of other railroad men from coast to coast are proving the wisdom of carrying a Hamilton. These men know that accuracy is the very foundation upon which Hamilton Watches are built, and that sturdiness that makes for years of service is a part of every Hamilton Watch.

Ask your jeweler to show you the Hamilton 992 railroad model here pictured. This watch is a combination of the famous Hamilton 992 movement with a case that is built especially for it—a case that is dust-proof and sturdily wrought from filled gold in yellow, green, or white. As



Conductor McGraw of the Great Northern.

A veteran of forty years' railroad service, who has carried a Hamilton for a quarter of a century.

you look at this new model remember when you purchase a Hamilton you are at once assuring yourself of time service of the sort that has been enjoyed by veterans like Conductor McGraw.

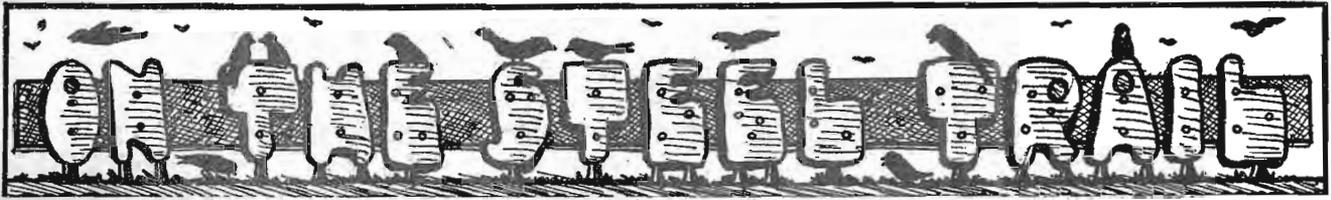
We have a copy of our new railroad men's time book for you. Write for it today.

HAMILTON WATCH COMPANY

LANCASTER, PENNA., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"



## S. M. West Notes

Ray H. Hoffman

Barney Morgan, brakeman out of Madison went out to Morrilstown, So. Dak. on July 21st where he will visit his father and mother and help with the harvest on his farm near Morrilstown. How are the oil wells coming Barney?

Elmer Farmer, engineer, returned to Madison recently from Saranac Lake, New York, where he was called by the sudden death of his father, who was killed in an automobile accident. We extend our sympathy to him in his loss.

Mrs. Ordella Boutler, Round House Clerk, at Madison, has been off duty the last week, on account of the serious illness of her mother. We hope her mother will speedily recover. Bert Willard, Jr., is relieving her while away.

F. T. Bollow, Dist. Adjustor with headquarters at Aberdeen, caught an 18 inch Crappie, weighing 3½ pounds at Lake Madison, July 22nd. All the old-timers who have fished in Lake Madison said that this was the largest Crappie that was ever caught in the Lake, or any other Lake that they could remember. If anybody doubts this, they may inquire of Round House Foreman H. L. McCaughey at Madison, as he saw the fish himself. Mr. Bollow spent part of his vacation at Madison Pass on Lake Madison, upon being interviewed he stated that he is planning on going into the wholesale fish business.

F. M. Washburn, car foreman at Madison traded his Ford Sedan for a new Oakland Sedan, 1926 Model, and left with it on July 25th, with his family for Michigan City, Ind., where he will be employed by the "Milwaukee Ry." as Company Inspector of new grain box cars being built for the C. M. & St. P. Ry. by the Pullman Company. Mr. Washburn will remain at Michigan City for a period of three months. He is being relieved while away by Harry Haroldson of the Madison Car Dept.

Wm. Perske, cashier at Wells, Minn., stopped off at Madison, S. D. on his way back to Wells, from his vacation which he spent at Los Angeles and other points in California. Mr. Perske used to work in the same office at Wells with Agent H. G. Gregerson of Madison, and did not pass up the opportunity to renew old acquaintances.

Leo. Flynn, conductor out of Madison, took a trip to Lemmon, So. Dak., recently to look after his farming interests in that locality. He drove his car as far as Woonsocket and "Rode the Rails" the balance of the way.

Joe Ashenbrucher, lineman of Madison, has bought himself a dandy new Essex Sedan. Joe says she acted like a "Wild West Bucking Broncho" until he mastered the art of driving. Joe is so used to being "Up a Pole" that we were wondering if he would ever attempt to climb any with the Essex.

"Lefty" Letcher, engineer of Madison, has taken a leave of absence to allow him to pitch for the Spencer, Ia. baseball team during the summer months. "Lefty" can play ball with the best of them and here's wishing him all kinds of success.

Conductor Fred Killion of Jackson, layed off for a few days during the early part of August.

Section Foreman, Sven Peterson of Fulda, spent the week-end at St. Paul with friends.

Donald Bradley, laborer at Bryant, made a business trip to Sioux City, Ia. recently.

Conductor M. L. Adkins and family returned to Madison, August 5th, from an extended trip

to the Pacific Coast. They spent part of their time at Seattle, Wash. and Vancouver, B. C., visiting friends. Mr. Adkins reports a delightful trip.

Our Agent J. W. Whalen of Bryant, S. D., is getting very liberal with his cigars here lately, but there seems to be a reason. We would suggest that Mr. Whalen buy a better brand of cigars in the future. What say?

Section Laborer Paraley Hackett and wife of Wessington Springs, S. D., spent the week-end at Mitchell, S. D. recently.

A Safety First meeting was held at Jackson, Minn., on the evening of July 9th, 1925. A large number of employes turned out and the result was a very successful meeting. Safety First meetings are held for the benefit of the employes who should avail themselves of this opportunity to get pointers on how to avoid being injured and probably save a fellow employe from an injury. Your watchfulness or word of caution at the right moment might be the means of saving a life.

Garland Clark of Alden, Minn., is relieving Roadmasters Clerk Ray H. Hoffman at Madison, S. D. for a month, while he is away on his vacation.

District Storekeeper Richards of Minneapolis, accompanied by Division Storekeeper C. B. Hanover of Austin, passed through Madison on a tour of inspection recently. Both gentlemen paid the Roadmasters Office at Madison a pleasant call while out on the S. M. West and we wish to say they both are welcome on the S. M. West at all times. We understand they found everything in first class shape.

Lawrence Palmer of the Madison freight office force has returned from a trip to Chicago and points in Indiana. Whats all the attraction Lawrence?

B. Halverson, is relieving Agent Tom Fogarty of Sherburn, who has taken a leave of absence.

Threshing is in full progress out here in South Dakota, and from reports the small grain this year is yielding very good, especially barley and wheat.

There is no other season of the year when the country presents a prettier appearance than when the golden grain is in the shock and the farmers are busy harvesting their crop. If you want to live in "Gods Country" come out to South Dakota the "Sunshine State."

## News from the Connecting Link

Betty Koelsch

We have just been too busy planning vacations, enjoying them and then discussing our various experiences while on our vacations to have the least little bit of time left over to write the "News from the Connecting Link." And then summer always means that old cars will be traded for new ones, and those who have no car cannot resist, therefore an automobile is purchased and then there is the business of learning to drive, so about the only thing that the employees on the C. M. & G. have been short of is time. Now that summer is over we wish to join the ranks once more, and we do hope that everybody has had just as nice, and pleasant a vacation as we have had.

Mr. E. D. Cook, chief dispatcher, purchased a Dodge Sedan. He reports a very enjoyable vacation touring the country about Joliet in his Sedan, no tire trouble, no motor trouble, everything about his automobile and vacation was

perfect. However during these long rides a certain amount of dust accumulated on the Dodge sedan, Dwight Cook, who is working as freight handler during his vacation, disapproved of this state of affairs, so he polished and dusted until the car had a wonderful gloss to it. Yes, of course, there was a reason, Dwight took HER out for a ride that same night.

Bill Krammer, Agent's clerk, is planning on spending the last two weeks of August at McGregor, Iowa, his home town. There are a great many wonderful things to see and countless trips that could be taken, but Bill's motto is "There's no place like Home."

Mr. W. J. Whalen, Trainmaster, purchased a Nash touring car. The first two or three weeks that he was owner of this car it was a very delightful shade of green, now it is an equally delightful shade of blue, seems queer doesn't it, Whalen and green, Well, I guess Whalen and Blue is alright too.

Miss Mary Adele Whalen, four year old daughter of Trainmaster Whalen, had her tonsils removed and will be just strong and well enough to enjoy a vacation with her Dad. Mr. Whalen is planning on taking his vacation during the latter part of August.

"Better Late than Never." Congratulations Ralph Altland, we wish you and your bride every happiness.

M. F. E. North and C. Jacobus, both conductors on the C. M. & G. and residents of Rockford have decided to give Joliet a trial, they are planning to move their families to Joliet in the very near future. We hope that after they become acquainted with the city of Joliet that it will be as well liked by them as the city of Rockford.

Mr. W. W. Humsiton, conductor, was one of the many who turned in his car for another. He is now the possessor of a very nice Sedan. Mr. Wm. Carstensen, conductor, also owns a bright, new car, Chet Elder, train dispatcher, is also among those who drive a new car.

Mr. Paul Russell, who is the owner of a Ford, is planning on taking his vacation very soon, and it is his intention to take a trip to Wisconsin, and to Marquette, Ia., where the Wild Life School is being conducted. Mr. Russell and his family also plan to visit Rockford, their home town.

Congratulations, Mr. and Mrs. Guy Elkins. Guy Elkins, who is engine watchman at DeKalb, is the proud Daddy of a very fine baby.

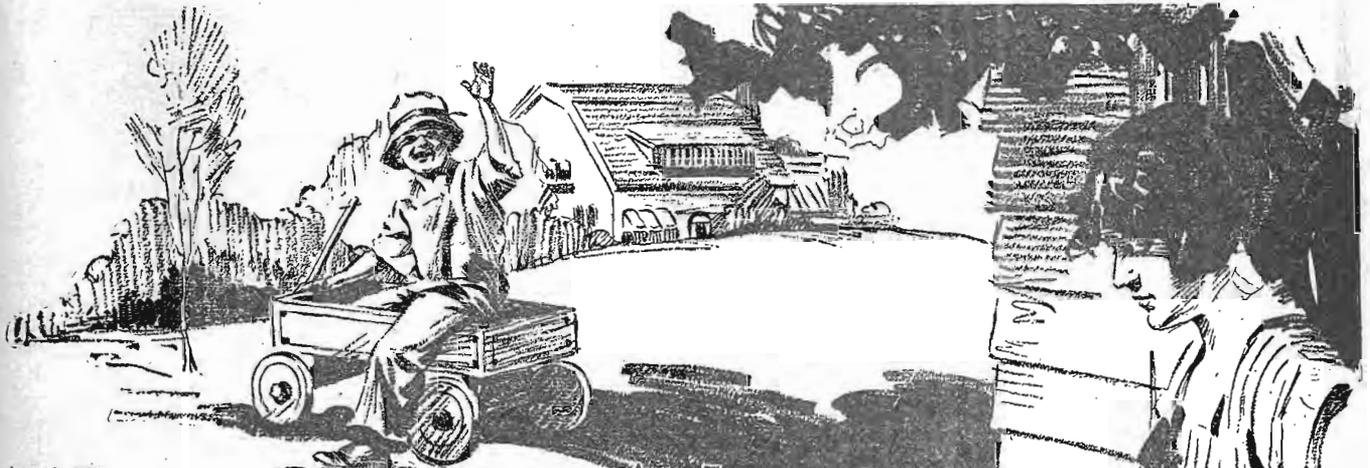
Mr. Art Johnson has again returned to Joliet, he has been at DeKalb acting as car inspector, while J. Houghtby took his vacation. Mr. Houghtby reports a very pleasant vacation and is again ready to take up the duties of car inspector at DeKalb.

Engineer J. W. Leary, who is engineer on the DeKalb patrol job, stopped to see us last week, he was on his way to Rockford.

## Iowa (Middle and West) Division

Ruby Eckman

Mrs. Claude McMahan, daughter of Machinist Charles Johnson of the Perry round house force and sister of Painter Fred Cooper's wife, died at her home in Sioux Falls, S. D., July 29th. The remains were brought to Perry for burial. Mr. McMahan was for many years a Milwaukee



# When Children Ask

The plaintive request of the little child for a doll, a wagon or some simple toy is the most touching thing in the world.

Gladly you will deny yourself so that you can satisfy the want of the child.

And we would not have it otherwise. For childhood takes its pleasures with inexpensive toys—things that we should be able to give them.

The message we would like to impress is that you can have the things you need and give your children the things they would like. The way is easy.

It is only necessary to buy right. "Thrift is common sense applied to spending."

The Sears-Roebuck way is the sensible way. We guarantee to save you money.

Already we are serving nine million homes, or more than one-fourth of all the families in the United States. Sears, Roebuck and Co. have become the World's Largest Store because we lead in service, in quality and in saving. We buy in immense quantities and sell direct to you. We sell only quality merchandise, the kind that can be honestly guaranteed.

Our New Big Catalog for Fall and Winter is ready for you. It shows 35,000 opportunities to save on everything you need for the family, the home and the farm.

## Sears, Roebuck and Co.

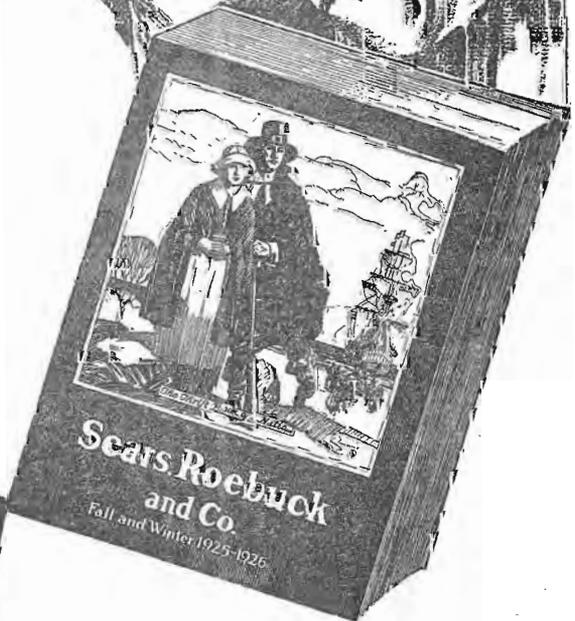
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If you haven't a copy of our New Big General Catalog, send for it today. This convenient coupon will bring you free our great Fall and Winter book, with its 35,000 bargains.

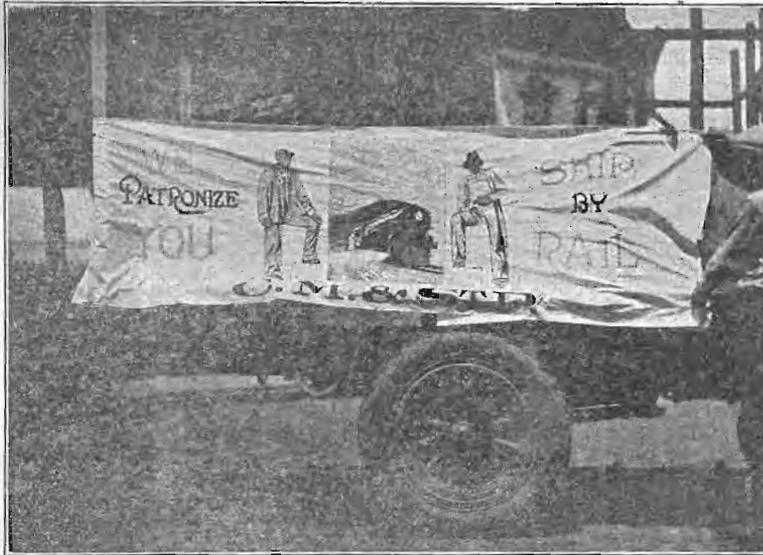
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WORLD'S LARGEST STORE



C. M. & St. P. Ry. Float in Milwaukee Picnic Parade at Perry, Iowa, Signs Painted by Fred Cooper, Perry Roundhouse

employe in yard service, both at Perry and in South Dakota.

Yardmaster C. F. Wrightman and family spent part of their vacation at Arnolds Park. James Kenealy the night yardmaster had Carl's place during his absence and George Franks filled in as night yardmaster.

Conductor Elmer Millard and Conductor I. E. Connors and families have been enjoying a visit with their aunt, Mrs. Laura Sherwood of St. Joe. The lady is well past eighty years old, but is very active and the two Perry conductors have enjoyed their visit with her.

Donald Rait, who is an engineer with a big building firm in Pittsburg, Pa., spent his vacation in Perry with his parents, Mr. and Mrs. W. D. Rait. Engineer Rait, who is in switch service in Perry yard, laid off during his son's visit at home.

Considerable interest has been manifested in Perry in Kitten Ball this summer and several teams from the Milwaukee round house and shops have entered the league. The games have been the source of considerable merriment for all who participate. Machinist Orin Lutz, who played with the machinists against the boiler makers had the misfortune to sprain his ankle and was off duty for several days.

Mrs. John Cogshall of Davenport, spent some time the latter part of July in Perry with relatives. Mr. Cogshall is the car foreman at Davenport, having formerly worked at Perry.

Charles Doud, one of the younger engineers on the Iowa division, died at his home in Perry, on July 18th, following a two weeks illness with typhoid fever. The remains were taken to Ferguson, his old home for burial and while there Mrs. Doud and her two children took sick with the same disease. Charles had just secured a splendid position with the Standard Stocker Company and was waiting for transportation to go to the Missouri Pacific where he was to do his first work, when he was taken sick.

Henry Achey, water supply man who with his wife, mother and daughter were injured in an auto accident, was able to return to work July 27th. All the family have been recovering nicely from their wounds.

Machinist Thomas Connell and Miss Helen Stitzel were married July 26th, at Perry, at the home of the bride's parents Mr. and Mrs. Benton Stitzel. The young people left the same evening for a trip through the south to visit with Mr. Connell's relatives. The bride is the only daughter of engineer Stitzel of the Iowa division. They will make their home in Perry.

Round House Foreman A. J. Kressen and family



Perry Ball Team, Milwaukee Picnic, Perry, Ia.



Council Bluffs Ball Team, Milwaukee Picnic, Perry, Ia.

ily drove to Milwaukee to spend their vacation the last two weeks of July. Upon their return, F. R. Hoes, assistant foreman who was relieving Mr. Kressen took his vacation and with his family, Fred Ling, Jr., and the Iowa division correspondent, drove to Minnesota to spend their vacation at the Lakes.

The changing of the lay over of runs 4 and 3 between Perry and Savanna has made a number of changes in the assignment of engineers. The long lay over instead of being at Savanna is now at Perry and engineers Moore, Foster and Nichols are now marked up on the day light runs. Billie Howe who was on 19 and 8 took 3 and 4 on the west division vacated by Mel Foster. Billie Murphy took 19 and 8 as he was displaced from the middle division. Len Hulburt who was on 7 and 20 on the west end took 8 and 7 on the middle which Nichols gave up and Wm. Young who was displaced from 3 and 4 took the run which Hulburt left on the west division.

Engineer M. J. Hildrith who was off duty for several weeks on account of an operation on his face has resumed work and has taken the short run between Manilla and Omaha. He displaced Jake Brown who was on the run for some time.

Division Master Mechanic W. N. Foster, spent part of his vacation at Estherville, Iowa, with Bert Smith a master mechanic for the Rock Island. The two men formerly worked together in Nebraska and this is the first visit their families have had in eight years.

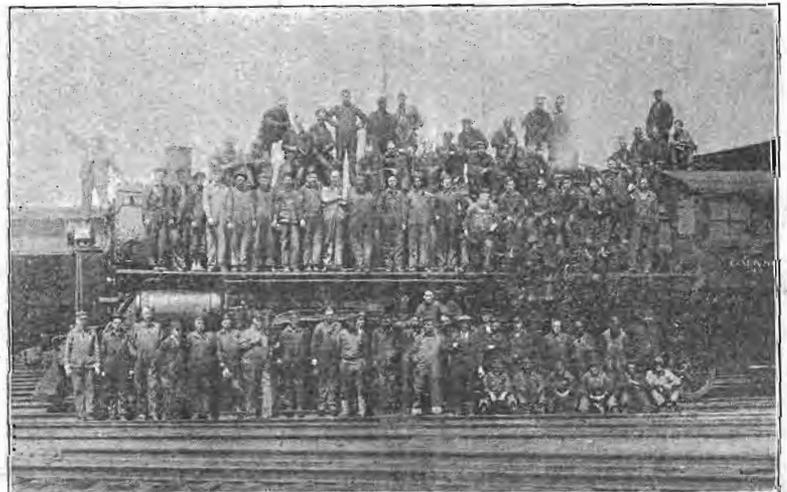
Road Master J. A. Cherwinker, who was transferred to the Iowa division has moved his family to Perry. They remained in Monticello until after the close of the school year as his daughter was in high school.

Conductor A. B. Cate and wife went up to Montivideo, Minn., the latter part of July, to visit at the home of Chief Clerk V. M. Richert, Mrs. Reichert is their daughter.

Operator O. P. Byrd of Council Bluffs yard force has bid in the extra work in Perry dispatcher's office for three months. W. J. Brack has been working at Council Bluffs yard.

Conductor Frank Burnham and family received the sad news of the death of Mrs. Burnham's sister at Baltimore, Md. The lady passed away the latter part of July following an illness of eleven months due to an auto accident.

Conductor W. E. Rathman's brakemen discovered a couple men riding in a closed refrigerator car while making an inspection of their train at Ferguson recently. The men were in a serious condition as the door of the car had been closed and latched after they got into the



Perry Roundhouse Force

car and as the cars are very near air tight, they suffered considerable. They made themselves heard when the brakemen were looking over the train and were so weak they had to be assisted from the car. They were turned over to the township authorities at Ferguson and were given medical attention which revived them and they continued their journey westward. They will no doubt pick out a better ventilated car in the future when they ride a freight train.

Miss Helen Cunningham, daughter of Engineer Dave Cunningham who is considered quite an artist as a dancer, appeared for a week at Riverview park in Des Moines, in one of the prominent parts in the Ballet Cinderella, under the direction of a dancing instructor in Des Moines. The little Miss has given several dances at parties given by the Milwaukee Woman's club.

Conductor C. R. Cornelius has taken a two months' lay off this summer. Conductor Harry Whitlock is relieving on 3 and 4.

W. T. White who for many years was in the train service on the Iowa division came out from Chicago the middle of July to visit with Perry relatives and many of his old friends. While in Perry, he and Mrs. White were guests at the home of Engineer Charles Sinclair and Mr. and Mrs. Edward Kramer.

### H. and D. Division "Doc"

"Doc" Yeh. Doc might mean most anything. Dr. of Laws, Dr. of Veterinary Surgery, Dr. of Philosophy, or just plain Doc. As to the first, he has so far kept out of the clutches of the law; as to the second, he pleads somewhat guilty—on his Ford; as to the third the same also since he knows women, more or less; and the last—well, they just tacked it on down at Aberdeen a few years back.

Anyway, it was a great time we had. Why, yes, the employees of the H&D held the first of their annual picnics Sunday, July 12th, in Tourist Park, Ortonville, with an attendance estimated at 700.

The introductory address was made by Trainmaster R. E. Sizer, address of welcome by the Mayor of Ortonville, and response by Supt. E. W. Lollis.

Music was furnished by J. Gould's Kiddie band of Montevideo. There was free ice cream for everyone, also free bathing suits at the bathing pavilion and a big time was had by all. Considering this was the first Division picnic held by the H&D, and the huge success it was, it augurs well for future picnics which we're going to hold annually.

Following is list of the sports held and the winners:

- Boys under 10 years of age.  
1st winner—Gunder Kamper, cash.  
2d winner—Patrick Leahy, rubber ball.
- Girls under 10 years of age.  
1st winner—Anna Gould, box of candy.  
2d winner—Roma Anderson, dressed doll.
- Boys under 18 years of age.  
1st winner—Earl Paulson, pair of tennis shoes.  
2d winner—Gordon O'Keefe, flashlight.
- Girls under 18 years of age.  
1st winner—Glyda Shipley, rouge compact.  
2d winner—Alice Andres, jar of face cream.
- Free for all men's race.  
1st winner—Harry Oestrich, belt watch chain.  
2d winner—Harold Stuber, bathing suit.
- Free for all ladies race.  
1st winner—Mrs. G. O. Williams, electric percolator.  
2d winner—Mrs. C. A. Anderson, pair of silk hose.
- Men's three-legged race.  
1st winner—Carl Oswood and Harvey Miles, tire gauge and set of spark plugs.  
2d winners—Charles Bingham and Gordon O'Keefe, wind shield wiper and auto timer.

Free for all ladies race as substitute for Ladies egg race. (Some hick raided the roost the night before).

1st winner—Pauline Andres, pair of silk hose.  
2d winner—Ruth Berg, order for a dozen photos.

Men's jumping race.

1st winner—Harry Oestreich, pipe.  
2d winner—J. Hamlin, pail of lard.

Boys under 16 years of age, bear race.

1st winner—Charles Nelson, baseball glove.  
2d winner—Duane Fisch, pair of tennis shoes.

Plump ladies' race.

1st winner—Mrs. R. M. Monteil, bathing suit.  
2d winner—Mrs. J. Mace, pail of lard.

Fat Men's race, over 200 lbs.

1st winner—Abe Stuber, gallon of motor oil.  
2d winner—T. L. Anderson, can of auto soap.

Men's tug of war was won by Capt. Kurzeka's team.

Roundhouse Men's race.

1st winner—E. Dixon, pair of overalls.  
2d winner—J. Hamlin, pair of overalls.

Car Department Men's race.

1st winner—Ivan Bisgard, gentlemen's set.  
2d winner—Ole Hanson, neck tie.

Conductor's race.

1st winner—T. A. Monroe, electric vibrator.  
2d winner—Carl Oswood, pail of fly spray.

Engineer's race.

1st winner—J. F. Mace, cigarette case.  
2d winner—E. L. Nemitz, steel wool.

Ladies' tug of war was won by Capt. Mrs. J. F. Mace's team.

Brakemen's race.

1st winner—Carl Oswood, tire lock and chain.  
2d winner—L. C. Lee, can of varnish.

Firemen's race.

1st winner—M. Dorsey, gallon of motor oil.  
2d winner—R. Emery, neck tie.

Maintenance of Way Men's race.

1st winner—Lawrence Olson, basket of groceries.

2d winner—C. B. Oswood, candle sticks.

Men's race.

1st winner—John Andres, smoked ham.  
2d winner—Harold Stuber, rear view mirror.

Lady Clerk's race.

1st winner—Elva Hinman, ivory vanity case.  
2d winner—Clara Samdahl, ladies' bathing suit.

Agent's and Operator's race.

1st winner—Martin Ogren, gold plated fountain pen.

2d winner—R. L. Vanderhoof, pair of pliers.

The committee on arrangements consisted of R. E. Sizer, M. J. Gruber, J. E. Andres, J. F. Kasak, F. J. Zobach, T. A. Monroe and M. J. Kurzeka. They did so well they have the same chance for the job next year.

The majority were from Montevideo under the leadership of Pancho Francesco Villa. Somebody said he looked like Sizer, but no bets were taken so there must have been serious doubts as to his real identity which was all the more confusing because his bodyguard, aid de camp, adjutant, ad libitum, bore a strong resemblance to Izzy Einstein, the Jewish newsboy, only the stuff he handed out were schedules of the sports to be held.

A fine pair they made. Even a hobo quit the train at Watson, probably giving up hope in the face of such competition.

Pancho led his army in a solid column through the town to Tourist Park. His success went to his head I guess for he (yes, it was Sizer with his disguise off) made a wonderful speech from the "Deck of the Hesperus"; in other words, the dray that hauled out the heavy scenery. The Honorable Mayor of Ortonville followed with an address of welcome, winding up with the key—in fact—to the City which he presented to our smiling Superintendent. Some key. It was about three feet long and looked as though it might have been made out of a crossing plank.

Of course, that opened up EWL and he made a speech, too.

Whew, it was hot! No, not the speech, but the weather. And then came the races, and how the dust did fly, especially when they came croppers. Our Division Accountant bit the dust in the middle of the course and tore big holes in the knees of his—whatchacallum?—knickers. Then there was Jimmy Hamlin who pan-caked about midway to the tape. He came near needing a pulmotor to help him get his wind back. And there was Mrs. Williams, or was it she, who wasn't satisfied to take off her shoes to make sure of winning, but fell on the tape when she got there—a winner. You bet, girls, if you want to win take off your shoes and—

How the kiddies did go after the ice cream. Doc helped dish out the cones 'till the ice cream played out. Good thing for Doc. The Traveling Engineer had to tow him to sustenance and needed rest.

Understand our Superintendent is going to reduce—the kodaks at our next picnic. Funny, ain't it?

At last Emmet Lahiff had to go and get married. Edna used to operate a comptometer in the Superintendent's office. Good luck to you 'uns. Cupid's arrow will never lodge in a fonder heart.

Even Elva Hinman, our Chief Clerk's steno, seems interested in houses more than usual. Take off your shoes, Elva.

The Agents and Operators held a picnic in the park at Granite Falls, July 19th. About 30 were there with their families from the Milwaukee, Great Northern and M&STL. An enjoyable time was had by all.

Miss Clara Samdahl, assist. div. accountant, is on her vacation visiting scenic places in Canada.

### La Crosse Division C. W. Velsler

Circus Young wonders if it is possible to print an edition without dragging his name through the columns. Perhaps it is not possible so we will just put him in to avoid anything of this nature. At this writing Mr. Young wishes to deny emphatically that he is negotiating with Mr. Ringling or anybody else apropos his entry as a tight rope walker or even the slide for life.

John Kelly wrote Santa Claus for more men on the West end last Christmas but to date none have arrived, which leads John to believe "there ain't no Santa Claus."

We were very sorry to hear of the death of John T. Klingler, brother of Chief Clerk A. T. Klingler, on August 10th, at his home in Milwaukee.

Pete Phillips gathered unto himself his tribe and, folding his tent, silently (more or less) stole away. The last we heard of him he was careening gaily around the rim of the Grand Canyon in his automobile. He states that this is popular pastime for him because he has worse hazards at home trying to get the switching done.

Scotty Ferris has requisitioned for a mechanical tail which will enable him to operate in the Portage clean out pit with safety. Mr. MacFarland concurs with him in this but thinks he should also have added fins to his requisition. Without any fear of contradiction it can be said that the Portage roundhouse is far ahead of any other on the system because according to the gentlemen named they have a very fine fishing pool right inside the house.

Scoop says "it makes no difference how hungry a horse may be, he cannot eat a bit."

Tom Bloomfield has had another title be-



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stowed upon his unhappy head. At the Safety First meeting held at Portage August 11th he was unanimously chosen Fire Chief of the Company's brigade at Portage but before his consent was received he had to be promised a siren that would "screech like a bloody panther."

Chief Dispatcher Kilian arrived home safely from his tour of the world with but a single casualty. While fitting to and fro in Illinois he received a severe bite from a radio bug resulting in a new set for the Chief. He claims he gets Chili every night and as the season advances it is our opinion he will get chillier still.

Julius Voltz, after having Al under close observation for a time, unduly exposed himself also with the result that Jule has a set also which he advised caused him to get Greece (on his vest) the very first night.

Scoop Smith enlarged his brood with the addition of a girl, who arrived just recently. Scoop says the more the merrier.

Lady Luck certainly must be with us because we have handled thousands of passengers on our excursion trains without an accident. One day we had in the neighborhood of six thousand and lest we get too cheery let everyone who reads this knock on wood.

The chemical weed destroyer recently made a trip between Milwaukee and LaCrosse, demonstrating the latest weed killing device operated with chemical solutions.

Our monthly Safety First meeting was held at Portage at 7:30 P. M., August 11th, with an attendance of 47. We hope more of our employes will try to be present at the next Safety First meeting. Watch the bulletin boards for the date and place.

Harry Race, Chief Clerk of the Store Department, recently returned from a vacation at Fond du Lac. He reports the water the right temperature after several plunges. How was the fishing, Harry?

### Northern Montana Division

M. N.

Roadmaster O. A. Johnson has been in our midst for a couple of months now, having taken Roadmaster E. P. Cook's territory when the latter was transferred to Moberge. We're sorry to have Mr. Cook leave, but glad to welcome Mr. Johnson back again.

Conductor Joe Rawls donned a pair of nice blue and white overalls the other day, and went to "work" on the Roy-Winifred line, Conductor Touhey having gone East.

Mr. Allan S. Wyman has been assigned to the position of Instrument Man in the Division Engineer's office.

Mark Allen, former Asst. Div. Acct., is now sojourning in Los Angeles. We understand his eyesight has improved 500% since he's been there. Of course, we can't compete with L. A. when it comes to "sights."

Dispatcher T. J. Hanson is spending a two weeks' vacation trying out his new Dodge sedan. Operator Leo Scheewe is working as relief dispatcher. Operator Rex Koube is relieving the latter at Lewiston Yard.

Ticket Agent G. G. Coonrod, wife and son George, took a trip East last month. Mrs. Coonrod's health seems to have improved since she returned and we all hope it continues to.

W. D. Askew is our new division storekeeper, Jay Gove having been transferred to Aberdeen.

Catherine Maxeiner returned last month from Elmira, N. Y., to spend her vacation at home.

Congratulations to Roundhouse Foreman Roy Kidd! Mr. and Mrs. Kidd are the proud parents of a baby girl, born July 2nd. They've named the young lady "Marie."

Division Accountant O. S. Porter and family have returned from a tour of Yellowstone

Park. They report a very delightful trip. "Osie" said he saw some bears, but they didn't hurt him. There's a reason—he's a pretty fast runner.

Brakeman and Mrs. D. N. York returned from their eastern trip in a new Studebaker Coach. It's a mighty good looking car, but you'd better be careful where you park it, Mrs. York.

Switchman Frank Conrad left the first of the month for a two months' visit with friends and relatives at Stockton, Cal.

Nineteen cars of cattle and one car of sheep, loaded on this division, went out over "our line" the other day, consigned to eastern points.

Mrs. N. B. Lupton and children have just returned from a nice long vacation in Iowa. En route home they visited with H. B. Linsley and family at Milwaukee. Harry, better known as the "Doughnut King," is getting along fine; and we're all glad to hear it. Speaking of Lake Michigan—N. B. L. is glad you had a bath, Harry.

Brakeman George Baumgartner evidently survived the Elks' Convention at Portland, as he is now braking with Conductor R. A. Loveland on the Winnett Line.

Conductor J. P. Smeltzer has taken the Lewistown-Harlowton run vacated by Conductor Rawls.

Miss Mary Nelson has been filling the temporary vacancy in the superintendent's office for the past few days.

Ruth Edrill did some relief work in the superintendent's office during the latter part of July, while Mabel Newbury went through Yellowstone Park on her vacation.

We're sorry, Harry, we didn't put in an appearance last month; but Marcus G. left us, and, well—we just couldn't make it, that's all. We'll heed your request as to efforts, and do our best.

### C. & M. Division Notes

Eleanor

Well, as this is the month of vacations, our Division is very much upset, and I do not seem to be able to get a line on any of our men, as far as news items are concerned. They are either away vacationing, or doubling on Popular Excursions. As to the popularity of said excursions, I will let the men speak for themselves. Now, one at a time.

The popular excursions and specials have been coming fast and furious this summer and from all appearances, the last special will be headed for Wauwautosa. One consolation, we will all have lots of company. Speaking of colors, Wood, OAO and Frank are very partial to the color pink. For further particulars, ask them.

Conductor Dave O'Rourke looked in to say Hello last week and says he thinks he'll soon be OK for service. Dave has been in the back shop for heavy repairs. We all hope he'll soon be back and in good shape.

Dan Martlett, I hear, is sporting around in a nice new car and had promised to supply the office force with a nice bunch of fish he's going to catch on his motor trip up north. We're waiting, Dan, so better get a good supply. A fish story won't suffice.

Conductor Jim Sweeney has been on the sick list for some time and we are all hoping for his speedy recovery.

Our friend, Bernard Kroenke, made a flying trip up North between specials. Just what is the attraction up there, Bernard. Just tell me all about it. I would beat the IF I WERE YOU COLUMN when it comes to advise.

I hear Rip Van Winkle has a rival in Emil Holtz. Is it true, Emil, that you tried a Rip Van Winkle act last week. You sure

must have been all in but your shoestrings.

Brakeman Jack Hallisey is sojourning in Canada right now. He says it is sort of a homecoming and reunion and all that sort of thing. Yes, we know Canada is quite a place right now for reunions, Jack. Hope you enjoyed it.

Our old friend, Mr. Bannon gave us the pleasure of his company for about a minute last week. We like to have him drop in and see us but the only trouble with him is that his visits are too short and snappy. Howcome, EHB?

Our Steno., Lillian, sure caused quite a commotion in her home town, Waterloo. I'll tell you, Lillian, there aren't many of us that could return to the old home town and have a big brass band at the depot to meet and escort us thru the main streets. She says it was a homecoming and reported a fine time but there wasn't half enough time for all the doings. Had to step pretty fast to cover all the ground, didn't you, Lill.

Brakeman Mike Bell is back on the job and as sassy as ever. I note he is watching the shieks along the Avenue and says after he has carefully noted all the details, he is going to get all dressed up in baloon trousers and all the fixings. Better be careful of all the girls, Mike. They will sure like you.

Brakeman C. E. Rholes is going around these days on crutches owing to an accident. He says he is getting so clever on the crutches he can almost dance.

I hear from good authority Brakeman Henry Roesch's arm is going to waist. This an awful state of affairs, Henry. Is there any truth in it?

Our friend, Bill King, Conductor, is on the sick list in Washington Blvd. Hospital. We sure are all sorry to hear it and hope for his speedy recovery. It doesn't seem natural not to have Conductor King drop in every day for his glass of spring water.

I hear Conductor Dan Parent is thinking of taking up religion these days. Did the dark town boys convert you, Dan, or was it your taste of fried chicken and cake made by the Southern Mammies. I'll bet the chicken played a big part.

### Sioux City & Dakota Division

H. B. Olson

The SAFETY FIRST meeting held in Sioux City last month was well attended and many good suggestions were presented with the usual good results. The Safety First movement on the S. C. & D. is holding sway and it is very likely no un-safe practices will get by any of the employes.

Nothing can feel better and look worse than an old pair of shoes.

Leonard Mostrom Freight-house foreman Sioux Falls together with his family is visiting in the northern part of Minnesota around the popular watering places.

Our veteran conductor, Henry Conley, was on a forced vacation a few days on account of a stubborn carbuncle.

Agent Gorman at Parkston took a ten day vacation latter part of July and was relieved by Opr. Harry Stopher, Opr. Stoper being relieved by Opr. Fred Gernschied.

Miss Ethel Jacobs, Assistant cashier, Sioux Falls Freight, is on her annual vacation—she will spend most of her time with home folks at Rock Valley, Ia.

On August 9th, the Railway Employees Progressive club held its annual picnic at Terrace Park, Sioux Falls. About 500 employes and their families participated in the affair. Races for all ages, ball throwing contests, etc., entertained the crowd until the ball game, which was called for 4 P. M., when the crowd gathered around the diamond to watch the heated contest between the "Milwaukee" and

"Omaha" roads. The score was 13 to 5 in favor of the "Omaha"—the fact that the "Milwaukee played the "world" made it a difficult task as the Omaha defenders run in some league men which certainly made our town boys crack their heels in makin' the five scores. Fred Brown, switchman, won favors for our line, also Jerry Murphy, roadmaster and Ralph Lemming, car-foreman. Ice cream and lemonade were served to all free and the day was pronounced one of the most successful picnics ever held.

Opr. Harry Stopher 2nd Trick at Parkston has just finished "dolling" up his little COUPE with a fresh coat of Gun Metal paint—It's needless to say Harry is an expert when it comes to "dolling up" things and should any one on the Division wish any camouflaging done, call on Harry.

Agent Bert Helvik at Ethan has recently purchased a new Ford equipped with low pressure balloons—Bert says the only objection to the low pressure stuff he thinks he is riding in a Packard.

We failed to mention in the last issue, that Section Foreman Green at Ethan had recently acquired a brand new 7½ H. P. Fairmont motor car—The fact is, he has been getting over the line so fast he cannot find any more work to do.

Opr. Sandburn at Tripp recently purchased having it equipped with "bumpers" and nevery a new Chevrolet Coach—understand he is thing.

Dick Hopkins, rate clerk, Sioux Falls Freight who has been on a three months leave of absence has resumed work on the rate desk. While away from the office, Dick assisted the City Traffic Dept. in the Chamber of Commerce offices.

A card from Miss Laura Seivert, Expense clerk, Sioux Falls, finds her in Victoria, B. C., enjoying the northern climate.

Mrs. R. C. Bruce, wife of car clerk Sioux Falls is visiting with home folks at Nebraska City, Nebr.

Mr. Robert Kvidahl, Bridge Carpenter, his wife and daughter, Marie, have gone to Duluth, Minn., on their annual vacation where they will visit relatives and friends. "Bob" says that is as close to the Canadian line as his wife will let him go. We would like to visit Bob on his return just the same.

Our joint Baggage man, "Bo" Stransky, was on the Police force at Yankton during Ringling's Bros. circus—"Bo" says the reason he took that job for the day was so "he could get in to all the shows free."

Mrs. "Buck" Jenkins, wife of Condr. Jenkins was called to Hawarden, Ia., on Aug. 13 account of the death of her cousin, Mrs. Ida Watt. Mrs. Watt was a pioneer of that city.

Condr. Walter Anderson was called to Los Angeles account serious illness of his mother who is quite elderly.

Mr. Ben Jansa, trucker at Sioux Falls, together with his wife, left yesterday for points in Wisconsin where they will spend their annual vacation.

Mr. George Raines who has been relieving on the rate desk Sioux Falls, will leave in a few days with his family for Hoquiam, Wash. on his annual vacation.

The depot at Parkston just recently underwent a new coat of paint interior and exterior which gives the place a wonderful appearance.

Mr. Henry Stopher, custodian at Ethan recently purchased an Overland seven passenger car—Henry has so much mail to handle at nights and the trains at night made it necessary, Henry says, to eliminate the cart and slow process previously used.

Condr. Fred Cunnings has a Moon car, some time ago Fred stripped the gears and we learn he had to send to Russia for repairs. Fred is diligently searching these parts for some of

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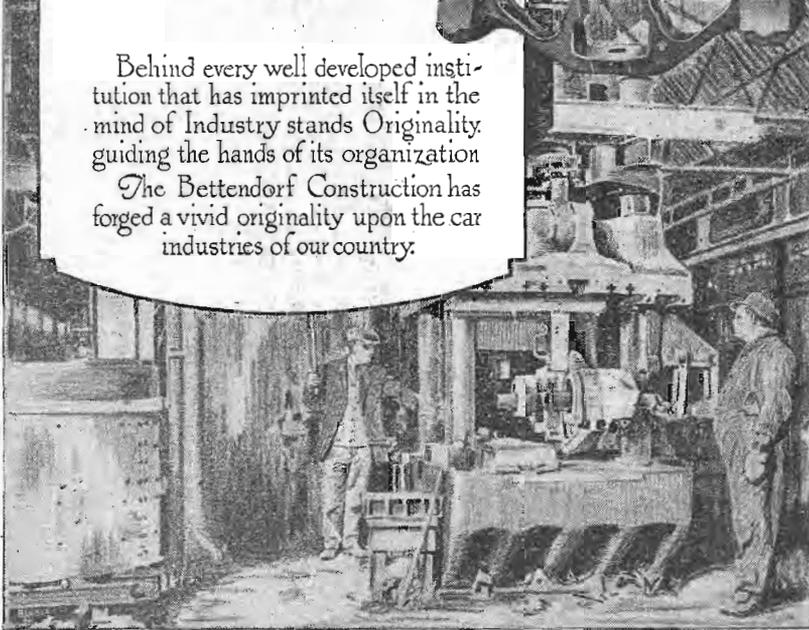
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the necessary castings that he may run again the said "Moon" before the snow flies.

Bob Schenck, Condr., says a shingle will get at the seat of a lot of a boy's troubles.

Condr. Tom Briggs was off a few days visiting at Sanborn, Ia.

Condr. Chas. Alexandria took a trip out to his farm west of the river and says while they need rain, crops look good and he was rather pleased the way his flax is surging ahead in spite of the drouth.

1st Trick Opr. E. E. Lovejoy and family Sioux Falls have gone to Dallas, Texas, where they will visit relatives. "Gene" in his boyhood days lived in that territory and believes a visit there will revive the days when he used to herd cattle and sleep under a wagon box nights.

Miss Evelyn Olsen, daughter of Opr. Olsen, Sioux Falls is visiting at Alta and Storm Lake, Iowa.

Orvil McLellan, Interchange Clerk, Sioux Falls is taking in the "Days of '76" at Deadwood, S. D. Orville did not let his whiskers grow but thought he could borrow some while there.

The next Safety First meeting will be at Sioux Falls, music has been arranged for, special seats for all and it will be a big meeting—as Sioux Falls always puts on you know.

### Dubuque Freight House News

By P. D. Q.

Mr. Pudgy Pregler is now a Papa. Baby boy born last week.

Myron Newman Car Clerk has left for Denver, Colo., to spend his vacation. Expect him back in few days as he cannot leave his lady friends for any length of time.

Louis Jaeger is quite undecided as to whether or not married life is what it is cracked up to be. He is waiting for several sales on furniture to get the actual costs. He is also worried about the upkeep. Suggestions and statistics will be cheerfully received by him.

Mr. Frank Duffy called the Flying Finn before his marriage now is giving advise to all the single boys in the office.

Roland Ralston has just returned from his vacation. Wish to call your attention that his "Only Lady Friend" also took her vacation the same week that our shiek took his. Understand they visited several stores and priced the household goods. It sure looks bad for poor Oscar. Not alone will be have to buy furniture but he will lose a box of cigars which will be pretty tough. All letters of sympathy should be addressed to the victim at Dubuque Freight House.

Mrs. Maybelle Schaetzle is also on her vacation and expect a wire from her for iced refrigerator cars to load the fish that she is going to send back to the boys.

JPW has not hit any telephone poles with the new Buick sedan to date, in fact the fenders still look like new.

For all travel information see Jay Brady as we understand that this boy covered lots and lots of miles on his vacation.

### West I. & D. Inklings

Dott

Just left on my vacation a little too soon to send in any items last month. Everybody please excuse—and if you can't excuse just overlook it. I had a very nice vacation in an ideal spot—twenty-six miles out in Spearfish Canyon south and west of Lead. The Hills have an ideal summer climate though they say it gets pretty cold there in winter.

Machinest A. J. Guthrie and wife are the happy parents of a new son, Kenneth. He's a dandy and real good looking, too.

While out riding in his new Essex a while ago, Mr. Ricks passed a man in a Ford. A little later the man came limping into the

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Doctor's office all bruised and scratched up. When asked what had happened he replied, "A fellow passed me in an Essex and I thought my car had stopped and got out to crank." If you think this isn't true don't blame me for it was told to me by a perfectly respectable, non-prevaricating Black Hills Engineer.

Mrs. Clyde Coble and two children visited with Mrs. Coble's sister, Mrs. M. A. Hurlbut at Calmar, Iowa, for a couple of weeks in July.

Mrs. Otto Callen, wife of Brakeman, arrived home the fore part of August from a two months visit in Kansas and Minnesota.

Since our last items appeared, the death of Frank Yirka occurred. Mr. Yirka was pump man here at the time of his death and had been employed by the railroad company for many years. His bereaved family have the sympathy of all in their sorrow.

Machinist, Helper Laf Burke went to Rapid City on the Excursion Special last Sunday and is now planning a trip (or many trips) to Kennebec. Perhaps there is some connection between the two trips—you never can tell.

Engineer Bert Garner and Fireman Carl Zickrick are two of those who intended to attend the "Days of '76" celebration at Deadwood. They are not back yet so don't know whether or not they had a good time but we'll just leave it to them to do so.

Have been asked to place in these lines the following Want Ad by Fred Farris—a Mexican interpreter. Apply through this magazine.

Miss Naldrea Hodges was an arrival Tuesday the 4th of August. She came to play 'Chauffeur' for Mr. and Mrs. A. A. Ricks who had planned a trip to Boscobel, Wisconsin for R. H. F. Ricks' vacation. They all departed Wednesday A. M. and from reports are stopping at "all points east."

Boilermaker Foreman Ed Wright and wife and Miss Florence Paullin, clerk, all of Mitchell went through here on their way to the Hills for their vacation. They left Mitchell at 6 A. M. and arrived in Murdo at 5:45 P. M. Some speed I'll say. After leaving Murdo we heard that Mr. Wright converted the Buick into a first-class steamer. Would suggest that he reduce the nozzles—she would do better.

Mr. and Mrs. J. C. Fallbeck and three children returned from their two weeks trip to the Twin Cities and Duluth and report a very enjoyable time. The only trouble with these vacations is that they only come once a year.

### Bad Land Echoes

"Bill Mike"

I've been writing for this paper Over a year—maybe two, When I failed to see my items I remarks, "Well, boys I'm through." But I've come to the conclusion That it does not pay to quit; I'm going to keep on writing, Sending in my little bit. I'm thinking that the Editor If she did not like my stuff Would be writing me a letter Telling me that that's enough I am wondering what happened, Were my items all in blue? "What's the matter? Won't you tell me? For just now I wish I knew. "Smith" O'Connell's gone and left us Maybe on a little trip Took his family right with him. I can hear him smack his lips, Wonder if he feels for us guys Way down here where it is dry. Bet it'll take a lot to soak up All the Bad Land alkali

That he's got inside his system. But up there rye's fairly cheap, Bet it'll roll right down his gullet. Gosh! boys he can hold a heap. William Berg is our new smithy, Hear he came from off the Coast; Young "Pop's" back from Oklahoma— Just as lean and brown as toast. Now we've got a new machinist, Hear that he is named Gault Lange, Hope he likes it and the fellows Who make up the round house gang. Shine and wife are on the west coast Making quite a little stay, Allens and Martins went on trips Seeing sights along the way. Bill Morris has been at Moberge, To the hospital he went For he had appendicitis Causing him much worryment. Otto Crawford's back among us, Says he's tired driving mules, Even though he's from Missouri Their loud cry he ridicules. Now Bill Morse has went and done it, Took unto himself a wife; Charivari is the fashion, Bring your dishpan, horns and fife. Ted is back from his vacation, Saw a heap of flappers too, All were chewing gum and talking As you know flappers will do. Some were talking of "sweet papas," Listening to these flappers chat Ted must need butt in and ask them If they'd call him names like that. And I hear they looked him over But I fear he did not suit, Anyway he still is single And of flappers he is mute. Earl Smith has been sort of laid up Hurt his foot working one day Making this year's first misfortune At the round house, I must say. Sterback has bought himself a home, T. A. Childers traded his; T. A.'s got so "high fe luten" Buys a straw to shade his phiz. "Max" is going to the cities To attend convention there, Then he'll travel further eastward Meeting with his folks somewhere. Dernback and his folks have moved here, Taylors and Phillips the same. Gosh, this town will soon be full up, Glad to see it's what I claim. Olga's been down at the Black Hills Along with Mrs. Mike Wood. They came home late one evening— Unexpected—now Mike's good. Mike was at the farewell party Given O'Connell our "smith" Got home early in the morning: Listen now. This is no myth. Tried the door and found it fastened, Woke his wife to no avail, Didn't know the strange falsetto Was her husband's early hail. Folks will jump to strange conclusions As some did that party night, Thought that Allen was among them 'Cause his dog was there all right. But for your own information "Jack" was very far away Seeing folks in old Milwaukee. Ain't it strange what folks will say? Mrs. Tripp and the three children Went to visit with her folks, "Buddy" fell and accidently Hurt his arm so it most broke. Staben's Elgin now is resting Where the water lillies bloom, Saw Carl looking at some new Fords Down at Kelly's display room. Now Claude Preston has bought a Ford,

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And his little girl of three  
Says, "Sometime we will 'have a car."  
Children know the diff' y'fu see.  
Ole Grothe went out fishing  
And he always got wet feet,  
Like a kid that goes in wading  
He was somewhat indiscreet.  
Every night "Pop" goes swimming,  
Warm or cold, 't is all the same.  
Says that soon it will be winter  
Take while taking's good, his aim,  
Says that winter is long lasting  
Then no bath can he get free  
So he takes them all in summer  
While there's opportunity.  
George Gessinger moved out early  
To the farm to raise some things,  
Coyotes took his turks and chickens  
Tired raising things with wings,  
Now he's going in for rabbits,  
Training them to run and jump  
But they'll need a heap of training  
For the coyotes sure can hump.  
Peter Sands is at Miles City,  
Been ailing some little time.  
Hope he soon gets back among us  
All fixed up and feeling prime.  
S. L. Richey and wife are spending  
Their vacation in the west.  
"Pat" and wife have gone to Cresno  
To be there a week or two,  
Then they're going on to Portland  
To take in some western views.  
Ted and I are batching again,  
Wife and son have gone away,  
One just hates to do the housework  
When one works nearly all day,  
But I guess we'll have to do it  
For a half a month or more,  
Guess women need a vacation  
From the daily housework chore.

\*Bill Mike, It's good news  
When you say you're not through  
But everything has been printed  
That's been received from you.

Editor.

## Illinois Division

MJS

The marriage of Miss Margaret McGrail, Chief Clerk Master Mechanic's Office, to Mr. C. C. Smola, Divn. Storekeeper, occurred July 22nd, at St. John's Church, Savanna. Due to the illness of Miss McGrail's brother, the wedding was a quiet affair, and the new bride and groom left on train No. 19 that day for Los Angeles to be at the bedside of Mr. McGrail. Miss Margaret was the efficient, pleasing Chief Clerk at the Savanna Master Mechanic's Office for a number of years and will be greatly missed at her post of duty. Mr. Smola, also, is a resident of Savanna, having been Divn. Storekeeper at that place some time. Thru the medium of the magazine may be extended Heartiest Congratulations from the Many division friends of Mr. and Mrs. Smola, and especially did the Savanna Office Bunch wish them Health, Happiness and Prosperity.

Mr. Al Newman of the Dub. Dist. Acctg. office called at the Supt's Office July 15th on his way to Denver, Colo., to visit his daughter for a couple weeks vacation.

The death of Mr. M. G. Anjal which occurred July 18th at Chicago was learned with regret by Illinois Division friends. Mr. Anjal was former Chief Clerk of the Savanna Supt's Office and well liked by his co-workers. Mrs. Anjal preceded him to the grave sometime ago, and several children are left to survive the deceased parents. Deepest sympathy is extended to the relatives.

Congratulations are extended to Brakeman M. K. Lynn and wife on the arrival of a daughter to their home, July 28th.

Trainmaster J. H. Valentine of the K. C. Divn., paid us a welcome visit morning of July 24th.

Ted Bahwell, C. M. & G. Clerk, spent a week of his vacation visiting his sister at La-crosse, Wis.

Ye Scribe and Mother, Mrs. J. L. Johnson, spent a week at Exelsior Springs taking life easy. While there, had the pleasure of meeting Condr. John L. Sophy, also Engr. Milo Dillon and wife of Perry, Iowa. Engr. Dillon was an old resident of Savanna, but moved to Perry several years ago.

Miss Lola Lynn, Steno. Supt's Office left Aug. 1st for Washington and Virginia, where she will spend a month visiting relatives.

Miss Dorix Calehan, File Clerk Supt's Office, returned from Tacoma, Wash., where she spent two weeks visiting her Uncle and wife, Mr. and Mrs. Harry Calehan.

Sylvester Alden, son of Engr. S. W. Alden is in training at the Citizens Military Training Camp at Camp Custer, Michigan, and has been awarded a medal for marksmanship.

Boiler Foreman Jos. Reese, Savanna Round-house, attended a Boiler Foreman's Staff Meeting at Minneapolis recently and reports a profitable meeting.

Engr. J. P. Crowley, Fireman Arnold and Brakeman Wm. Freeman are convalescing as nicely as may be expected, following the explosion of Engine on No. 87 one mile west of Monroe Center about 9:00 P. M., August 8th.

Messrs. Goetsch and Hammer of the auditing Dept. Chicago are occupying desks at the Supt's Office, checking up accounts.



Thirty-five Years Ago

The above picture was taken about 25 years ago, and features two old Milwaukee employes. George Layton (now Capt. of Police) shown in the picture at the desk, was at that time Ill. Divn. Operator.

Paul Hammerstein (seated in chair) now off duty account injured machinist; was at that time messenger boy for Western Union. The chair and clip board are about 35 years old, placed in telegraph office by deceased agent J. Sweeney of Freeport, about 25 years ago. The old chair has been repaired four or five times and still in use at Savanna office. The calendar hanging on the wall, bears date of March, 1900, from the Phoenix Insurance Company of Brooklyn. The picture was taken when Savanna Milwaukee depot had tracks running each side of it, as all old vets will remember. The owner of the photograph is Mr. Paul Hammerstein of Savanna, and he says he would not take a great deal for it.

The Excursion Special from Beloit, Cedar Rapids, Elgin, Rockford and Freeport to Savanna Sunday, August 10th, was a great suc-

cess there being 2800 people on board. At Marquette Park boat landing at Savanna, the excursionists took the steamer "Capitol" and enjoyed a day trip to Clinton, returning about 6:00 P. M., and going to their homes by return train.

## Savanna Yard Items

Young Lochnivar had nothing on Lawrence Smith, Savanna Yard's illustrious Bill Clerk, when it comes to chivalry. While homeward bound the other evening he encountered an un-escorted young lady driving a Paige auto. The stranger put the brakes on and bade Mr. Smith enter. She drove to an uptown garage and after putting her car away, took Lawrence into her confidence that her friend was sick at Sabula and implored him to escort her to the center of Sabula bridge. Lawrence gladly accepted the invitation. It takes a brave man to escort a strange lady over Sabula bridge. Freeport Papers please copy.

Bill Clerk Chas. Wilson has the latest in Hart Schaffner 22 inch bell bottom trousers. Harold Teen can't boast of any wider dimensions.

Switchman Bert Follett met with a rather strange experience which caused Bert to take the part of a Speedy Marathon runner. He went so far that evening that it took him two days to get back home.

Record Clerk Mary Kennedy, Savanna Yard, is visiting relatives in Erwin, Minn. She writes back that she milks 25 cars a day and has not yet fallen in love with her farmer friends, and is going to remain true to her local shiek. P. S. Sally Hodges, Clinton, Iowa, take notice.

Yardmaster Harry Bahne has returned from his vacation and tells us the Chief at the Indian reservation told him he should go in for billiards to reduce.

Chief Caller Jewel McGrail is convalescing rapidly from her recent siege of typhoid fever. Jewel says "an onion a day keeps the visitors away" and is the secret of health.

Engine Foreman Chas. Anderson is the owner of a new Ford Sedan and is giving excellent points

"On How to Tie Up a Ford at Night." With the assistance of Frm. Geo. Mitchell, a relief crew was made up, and cleared the situation.

Yardmasters C. Manson and T. Griffith commenced their vacations Aug. 3rd. Mr. Manson has gone to Montreal and will visit several other Canadian places. Mr. Griffith is spending his vacation "renewing old acquaintances around Savanna."

Switchman Roy King and wife are the proud parents of a daughter born July 28th. Congratulations are extended.

## Car Department News

Wrecking Foreman John Weidman and Miss Bertha Von Hoff of Savanna, were united in Marriage at Chicago, June 4th. Congratulations are extended from Division friends. The candy was surely enjoyed by the Car Dept. Office bunch.

GCF. J. M. Linehan spent his vacation at his home at Milwaukee, Wis., and other points and reported a splendid time.

C. E. Barrett and family have returned from Ft. Dodge and Council Bluffs where they spent

their vacation visiting relatives.

Frank Farrer, Chief Air Brake Inspector, attended the Staff Meeting held in Milwaukee, July 14th and 15th.

Miss Gladys Hall, Chief Clerk, returned from an enjoyable vacation spent at Mackinac Island.

Miss Lillian Crowley, MCB Clerk, spent a week of her vacation in Minneapolis visiting friends.

### Freight House Gleanings

R. E. Eaton and family are enjoying a vacation in Denver and other points. We hope that he will have time to shave before returning to work.

Kenneth Trunninger is taking a little vacation, he says he going to the country, but we believe he's spending the time digging the Overland out of the mud, How about Ken?

That's alright, Cassie, after you fall a couple of times, you will be used to it. That is Merle's trick chair.

Micky Mulcrone is taking Rust's place as Foreman, Micky says that it is hard for him to keep thinking what to do next. A couple of years experience might help a little.

Oh Yes, the hay fever has arrived. If you don't believe it, ask Nell.

S. M. East  
R. G. E.

Understand that Carpenter Steve Kloechner has been having a regular house cleaning at Wells during the past couple of weeks. We don't know why, but Charley Wollweber says it is just like Postum—there's a reason.

Frieda Catlin, Stenographer at the Store Department, is back at her desk after two weeks in the West.

Mrs. J. D. Williams and son, Vance, left

August 13th for Chicago. After spending a few days they will go to Michigan, thence home. John looks lonesome already.

Alfred Larson, who has been Trainmen Timekeeper in the S. M. Division Superintendent's office left August 5th for his home in Denmark. He is succeeded by Frank Bradt. It keeps Frank pretty busy but he is doing fine. Mr. Gaskill has taken Frank's place as Superintendent's Stenographer and he is replaced by Mr. Leonard Flannery.

We receive word from Northern Minnesota that Miss Evelyn Wigness arrived there safely to spend a two weeks' vacation among some of The Ten Thousand Lakes.

Mrs. Bernice Sherman is taking a two weeks vacation from her duties in the Roundhouse office at Austin.

Harry McShane, Road & Material Clerk, is spending a week at home.

John Schultz, Ticket Clerk, Austin went down to Lanesboro with the Kiwanis Club members of Austin and delivered a speech while there that held the natives spellbound. He sure copped a full page in the Old Home Paper.

Cliff Oeschger leaves August 22nd on his two weeks vacation. Cliff says he is going to see the Roundup at Chicago and then take a nice little boat trip over the Great Lakes before returning to Austin.

H. B. Williams, clerk in the Freight Office at Austin, was on the sick list for a few days during the early part of August but we are glad to report that he is back to work again.

The depot at Mankato surely has been transformed by H. O. Johnson and his crew. By the time this crew gets through with the S. M. Division it will be a Class A. Division.

Miss Laurentine McShane, who was relieving Miss Moran in the Supt. Office at Austin, has decided to take a more permanent position and is going to start housekeeping after August

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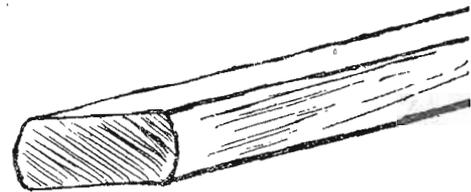
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NEW YORK CHICAGO

18th, on which date she will be married to Dr. Riley of St. Louis, Mo. We wish Doctor and Mrs Riley all kinds of success. Miss McShane's place is being taken by W. Q. Quinn.

If you have had your vacation or been out of town—and your name is not in the magazine, don't holler. Just send in the news and we will print it.

A. L. Piper, Division Accountant, has gone to Sioux City for a few days for a short visit with his parents

**Iowa (East) Division and Calmar Line**  
J. J. Raymond

General Foreman W. E. Cooper of Atkins was away on a two weeks vacation, Geo. Dipple acted as Foreman during Mr. Coopers' absence.

Train Master L. A. Turner was off on a ten day vacation visiting his sister who resides near Springfield, Ill.

H. J. Peterson Agent Anamosa, was taken ill and went to Rochester, Minn. for an operation, G. L. Ireland of Longworthy acted as relief.

Agent J. L. Coffey of Cedar Rapids, who has been absent from duty for several months on account of illness was taken to a hospital in Illinois, August 6th for further treatment.

Agent G. G. Holcomb of Donahue is off duty on account of sickness.

The passing away of Secretary Grant Williams of the Milwaukee Employes Association is deeply deplored by the employes on this division, most of us have been aware of Mr. Williams deep interest in the welfare of all the Milwaukee family and have held him in highest esteem.

His sacrificial efforts on behalf of his fellow employes have not been in vain, but will bear rich fruitage as the years go rolling by.

Geo. H. Hennessey and son, Robert of Marion, visited several days with relatives in Milwaukee.

Conductor Charles R. Cornelius is off on a two months' leave of absence. Conductor Whitlock is on the run at present.

Operator L. F. Fiala, of Clinton, was away on a two weeks' vacation, making a brief visit to the Marion office to get equainted with everybody. He was traveling by auto to the western part of the state. M. F. Kelly acted as relief Operator during his absence.

Signal Maintainer S. C. Lawson, of Marion,

went to Chicago, July 22nd, for an operation at the Washington Boulevard Hospital. He returned home August. 6th, much pleased with the fine courteous treatment extended him by the Hospital staff and the prospect of complete recovery. He and his family have gone to Tennessee to visit relatives while he is recuperating from his operation.

John Grote, of the Marion Agents force, was away a couple of days on account of illness. We are much pleased at the speedy recovery of this "Old Reliable."

Train Dispatcher R. L. Leamon was away on his two weeks' vacation spending part of the time in Minnesota.

Stenographer Leonard Taylor, Jr., of Mr. Flannigan's office, Marion, had the misfortune to fall, breaking his right arm. It is not expected to result very seriously.

Miss Hazel Merrill, of Chicago General office, spent a week end at the home of her father, Dispatcher R. C. Merrill.

We noted in the Cedar Rapids Gazette the death of H. E. Correll at El Reno. He was an official on the Rock Island, and was formerly Chief Dispatcher at Chicago on Illinois Division.

Mrs. W. N. Foster and daughter, June, have returned from a ten days visit at Lake Okoboji.

Chief Dispatcher and Mrs. H. C. Van Wormer have returned from a month's visit at their new cottage on Lake Pequot, Minn. They had as their guests part of the time, Mrs. H. F. Gibson, Mrs. Willis Jordan and Mrs. J. F. Briggles.

Train Dispatcher L. S. Dove and Daughter, Nadine, have returned to Marion after a five weeks' absence, spending most of the time at their cottage at Lake Pequot, Minn., which was recently constructed. On their way home he visited with friends at Des Moines, and with Mr. Dove's mother at Ames.

Mr. and Mrs. Harry Conger and daughter, Helen, of Moberg, came to Marion to attend the funeral of Engineer Fred Liddle; who was Mrs. Conger's father.

Mr. and Mrs. L. C. Low of Marion, have returned home after a couple months' stay at Lake Okoboji.

The latest report from Lyle Kindig, (crippled son of deceased Opr. Roy Kindig) who was operated on by Dr. Lounsbury at Chicago, is that he is progressing rapidly. He is now up and around on crutches but is being kept at the hospital for exercises and treatment to lengthen his leg and bring about a better action of the hip muscles.

August 8th, the grand total of the Milwaukee Women's Club, Lyle Kindig hospital fund amounted to twelve hundred and eighty three dollars.

The ladies are very happy over the generous response to their appeal for the worthy cause and have extended their hearty thanks to the donors and to the Marion and Cedar Rapids papers who gave much prominent space in putting the matter before the public, publishing the names and amount of each given.

The body of K. C. Divn. Engineer Liddle, who died at Ottumwa, July 28th, was brought to Marion for interment and was accompanied by a special coach containing a party of seventy five friends from Ottumwa.

Engineer Liddle was widely and favorably known and had a large circle of friends on the Iowa Eastern Division and at Marion who deeply regret his death and desire to extend sympathy to the bereaved family.

Conductor and Mrs. Amos Floyd left for Cleveland, Ohio, August 5th, to visit their daughter and on their way back home will visit the Harry Milligan family at Joliet and their daughters at Davenport and Galesburg.

Conductor Ed Templeton of Monticello, who has a passenger run between Monticello and

**Men! Snap Up  
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No. 1250—Sizes are 14 to 17. Pay postman \$1.98 and postage charges on arrival. Money refunded if not more than pleased.



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# Electric



# Castings

## Steel

### WEHR STEEL COMPANY

MILWAUKEE

WISCONSIN

Calmar, wears a forty five year Veterans' button, has a time card dated August 7, 1881, the Iowa East division was then operated between Cedar Rapids and Savanna. Ed's old time books O.K.'ed by Superintendent D. Flannigan shows that he was on the road as conductor, August 8, 1881, with brakeman Grant Fuller and C. Bell.

We find much interest in comparing the old card with the latest issue. Mr. Templeton also has an old time book issued by Assistant Superintendent A. J. Earling, who came to Iowa from Chicago in spring of 1882.

Operator L. A. Huffman of Oxford Jct., was off duty a few days on account of sickness. Operator T. J. Allen relieved him.

Agent J. B. Howe of Oneida is on his vacation, he expects to take an extended auto trip through the west. M. F. Keiley is relieving him during his absence.

Passenger Brakeman J. P. Cronmiller is off Marion, received a badly mashed hand as the result of an accident at Perry, August 12th. Fred was pulling a baggage truck loaded with cream up to No. 7, and caught his hand between the end of the tongue and the steel strap on the baggage car.

Edward T. Poole, passenger brakeman in No. 4 and 3 between Omaha and Marion has taken a 90 days' leave of absence which he is spending on his farm in Michigan.

Passenger Brakeman J. P. Cronmiller is off duty on account of being injured in an auto accident at Pecatonica, Ill., August 1st. Brakeman George Adams is relieving on Nos. 7 and 8.

Passenger Brakeman Walter Pollard has gone to the lakes in Wisconsin to spend a week or so with his son and family.

Passenger Brakeman John Cone and Ralph Seager and their wives spent a couple weeks camping in Northern Minnesota. Mrs. Seager was taken sick and it was necessary to take her to a hospital in Minneapolis, where an operation was performed. From last reports she was doing as well as could be expected.

Train Baggage man C. J. Newlin is off duty a few days account being sick. M. L. Peterson relieving in baggage car in Nos. 19 and 8.

Train Dispatcher John T. Raymond won the consolation prize in the recent golf tournament held at the Marion County Club, turning in a score of 84 for the nine holes. It is believed that this record will stand for some time. Assistant Timekeeper Chet Cornelius turned in the low score, making the nine holes in 40.

E. Failor of the Division Storekeeper's office, is on his vacation spending a few days in Chicago and the balance of the time visiting relatives at Mapleton, Iowa.

Victor Bernhardson who has been first stenographer to Supr. Flanigan for the past year, has resigned to accept a position in Minneapolis. Victor made many friends while in

Marion and several of the girls hated to see him leave.

H. C. Munson of the Engineering Department has been at Arnold's Park for some time where he is Engineer in charge of the construction of a bridge at that place.

J. Maloney, agent at Sabula, was off duty for a week or ten days, visiting relatives in Wisconsin. Operator Ben Hoffner relieved him.

Chief Dispatcher H. C. Van Wormer spent several days at Campbell, Minn., on business in connection with the threshing of grain on his farm near that place.

Train Dispatcher John T. Raymond left Marion, August 11th, for a couple weeks' vacation. He will visit at Wibaux, and Warm Springs, Montana, and will attend the Veteran Employees reunion at Milwaukee before returning home.

S. M. Klink spent his vacation at Minneapolis visiting with his sister and husband. His daughter who has been visiting there returned home with him.

#### Twin City Terminals

Mac

Don't worry if your job is small  
And your rewards are few,  
Remember that the mighty oak  
Was once a nut like you.

Employees and officers of the depot and freight station were shocked on the morning of July 25th, to learn that Edwin G. Poole, head of the Claim Department in the local freight office, had died suddenly after reaching home from the office the night before. Mr. Poole left the office at 5 P. M. apparently in the best of health and in high spirits anticipating an enjoyable fishing trip on his vacation which was to start on the day following. Shortly after his arrival at the home he became suddenly ill and passed away before a physician could be summoned.

He was a valuable employe whose qualities were admired by all who knew him and he will be sadly missed from our ranks.

The sympathy of the entire local organization is extended to the bereaved family.

Mrs. Elmer Taylor of Denver has been relieving Miss Katherine Wright of the local freight office during her absence.

Born to Mr. and Mrs. M. J. Culligan a baby girl. Mrs. Culligan was formerly Miss Rosella McGonigal, employed in the Cashier's department of the local freight.

Mr. Elmer Davies Denuerage, clerk, spent his vacation with his father near Oshkosh, Wis.

Mr. James Churchill took a trip to Chicago on his vacation.

Mr. Smith, bill desk, local freight, spent his vacation at Cottage Wood, Lake Minnetonka.

Rudolph Kraus and his mother visited his

United States

Canada

The Name

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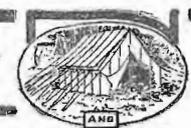
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# TENTS



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sister in Chicago for a few days last month. Mr. W. R. Bentley and family spent his vacation in Sutherland, Ia.

Mr. Hugh Howitt, Pat Flaherty, Henry Rudd, Fred Johnson and Harry Brown spent their vacations seeing the sights of their home city and report spending a very enjoyable time.

Miss Mary McCarville is relieving on the expense desk.

Mr. Wilkins, reclaim clerk and his family drove through Northern Minnesota last month. It was a trip they all enjoyed very much.

Miss Alice Hemsey, in Mr. Van Dyke's office took a trip over the C. M. & St. P. Ry. to Seattle, and Portland to San Francisco. Visited a brother she hadn't seen for some time in San Francisco. From there she went to Los Angeles over the Southern Pacific and returned home by the way of Salt Lake City, Colorado Springs and Denver. She reports a wonderful time.

Emil Rachner, of the accounting department spent his vacation at Marshfield, Wis., "getting married." Emil married Miss Catherine Wanke of Marshfield on May 27th, and brought her back to Minneapolis for good. Congratulations, Emil. You have our best wishes.

Another new vocation for the weary working woman. Hilda Krogh of the Accounting Department, expert in auto mechanics, is now prepared to give expert advise and assistance in all matters pertaining to the operation and maintenance of automobiles. Miss Krogh recently washed her new, blue swell Nash sedan. Father thoroughly wrapped the engine up nice in oil cloth so it wouldn't get wet and promptly forgot about it. Then Hilda took some of her best friends on a joy ride, and the engine wouldn't work right. She became pretty sore about it and told the Nash people what she thought of their engine. They lifted the hood and found the engine snugly wrapped up in oil cloth and everybody lived happy ever after.

Miss Nellie Sullivan of the accounting department spent her vacation last month on her ranch near Billings, Mont. She took her "Schapps" and her "Spurs" along.

Elmer Peterson is again passing the cigars and candy. This time in celebration of the arrival of a girl, born on Friday morning, August 14th. Mrs. Peterson will be remembered as Ethel Osterdock, formerly of the Accounting Department.

Leo Walch, who came to Minneapolis from Mr. Lodge's office about two years ago to fill the position of Joint Facility clerk, got lonesome for the "Windy City," and was transferred back to Mr. Lodge's office on July 1st. Mike Ahern was appointed to Joint Facility clerk.

Georgia Perry stepped up to Chief Timekeeper; Irene Hughes got the train timekeeper job; Elmer Peterson, Irene's job; Scotty got Elmer's job; Ray Albers got Scotty's; Carl Holmgren, Ray's; and Ray McClaren came into the office to fill the vacancy.

We hated to see you go, Leo. Come up and pay us a visit as often as you can.

Bob Noot left on the Columbian Wednesday night for the west. Some say he is going only as far as Butte; hasn't time to go much farther. But we know he did plan to go to Seattle. How far did you get, Bob?

Walter Hagen deserted Minneapolis, and purchased a little love nest out in St. Louis Park. And at that, he's on time every day. Don't see how he does it.

### Deer Lodge Notes

Walter B. Strawn

A conductor on the Rocky Mountain division was lifting a pass from a young fellow recently and was admiring the "shick" haircut displayed by the youngster, when he chanced

to also notice that the lad's balloon trousers were cut knee length.

He looked at bit closer.

"Say, what the devil will you fellows be wearin' next?" he asked.

"Don't get fresh, or I'll call the brakeman," was the astonishing reply. "It's not my fault they made a mistake on my pass and printed it Geo. Kelly instead of Georgia Kelly."

Joseph W. Hurst, of Deer Lodge, and Walter Karsh, engineer on Lines East for the past 50 years, were working together forty years ago. Recently Mr. Karsh and wife were en route to Seattle to attend the Knights Templar convention, and wired Mr. Hurst of their intention. Mr. and Mrs. Hurst met them and accompanied them as far as Missoula. Mr. Karsh was greatly surprised upon seeing Joe. He expected to see an old fellow, but he didn't.

William Reitmeyer, Marquette University of Wisconsin, recently started as special apprentice at Deer Lodge. He's rather good looking, unmarried and looks awfully healthy.

We are short on shop news this month. Jim Pederson got sore because we wrote him up and won't give us any more news.

Frank Jones is leaving the Milwaukee. We are sorry to lose Frank and his line. He's a quiet sort of chap who doesn't say much.

Freda Johnson has returned from a pleasant vacation spent in Seattle.

A number of the boys are just getting over black eyes received at the Garrison. Those fellows from Anaconda were pretty wise. They waited until Sam Curry was out of town before they started anything. Sam was attending the Bozeman roundup at the time.

Notes of the battle at Garrison—Ted Christenson stopped a peach with his nose. Roy Evans got all mussed up, but guess he gave a good account of himself at that. Max Mullings was out kidding a Jane and didn't know there was a fight. Ferris Bien has a sore arm from wild swings, and him a ball pitcher, too. Bill Hobart moved his feet away from the scene of the fight so the boys would have room to move around. Doc Hall extracted several teeth from one of the Anaconda boys without administering novocain. They couldn't hurt Gordon Craig. Carl Johnson hunted all around the rear of the dance hall but couldn't find anybody. Ham Sterling was roughed up quite a bit. About fifty were injured all together, it is said. The above are a few of our boys we happened to hear about.

### Chicago Terminals

Guy E. Sampson

Yes, your correspondent had his vacation and with his little family visited Columbus La Crosse and Wauzeka, Wisconsin. At La Crosse we had the pleasure of seeing the La Crosse ball team defeat Nisens—Pyott Team of Chicago at a tune of 1 to 0. At Wauzeka we again took a ride on the old Kickapoo branch line of the Madison Division with conductor Max Beier who was conductor on that line in 1901, when your correspondent broke for him. We are still wondering why so many people go abroad sight seeing when that scenic piece of Milwaukee railroad is still operating.

We are informed that Joe Jellie has been spending some of his spare time at Lincoln Park studying the traits of the funny tribe and next year expects to show us how to go out and get them. Hope you do Joe, for we sure like fresh fish.

The last month has seen two Chi. Term. yard masters called to the Great Beyond. The first to go was M. C. Anjle who had only been with our company a few years. He had been ill for some time and it was known that he could never recover. His wife having passed away less than a year ago, this leaves a large

family of children. Relatives and friends have given them homes and while they are separated, all are well provided for.

All employees were shocked to learn that yard master Wm. Kirby at Galewood, had undergone an operation from which he did not recover. He had been a faithful employe of the company from boyhood to the time of his untimely death, having been promoted to the position of yard master while still a young man. Of the relatives left to mourn his death, three brothers are employes of the Milwaukee, two of them having also been promoted to a like position as their deceased brother. A large number of friends and co-workers accompanied the widow, brother and other relatives to the last resting place of the deceased. All employes extend their sympathy to the bereaved ones.

Our old friend, Floyd Rowen and wife drove in from Minneapolis and on their return, engineer Leonard Nordbye and wife accompanied them. We all believe them when they say that they enjoyed every mile of the 500 mile drive. Floyd sent his best regards to all the boys as some of them he did not get to see during his short stay in Chicago.

Car clerk John Spanly has purchased the home built by yardsman George Vogli. George is now preparing to build a larger home for himself and family.

Operator A. G. Perry has been confined to his home account of illness for several weeks. All hope to see you back soon, Perry.

Miss LeVall, stenographer in Mr. Whiting's office, is spending her vacation visiting Vancouver, Canada. We, who know Joe, know that she will have a grand time, but that she won't give us any news about her trip for the magazine, so we might as well say now that she "done went on a trip."

While at Galewood recently we had the pleasure of reading part of a 16 page letter written by our carload tracing clerk, Mr. Stuart D. Timmins, who is spending his vacation in the old town of Boston, Mass., where he states they row out in the ocean and some times walk back. When it comes to writing comical stuff that makes you laugh, we vote that Ring Lardner has nothing on that boy. His report of what has transpired in Boston from the time of the "Tea Party" up to now does not exactly coincide with the history we studied at school but just the same we got more fun out of it. Guess we will have to ask him to help us out once in a while when he gets back for we now know that what he writes will make you all smile.

H. R. Abraham went to the Washington Boulevard Hospital for an operation on August 5th. We are glad to hear that the operation was successful, and hope that he will be back soon.

Mrs. P. E. Buettell has left her position as stenographer at Bensenville Round House to better care for her husband and their home. H. J. (Barney) Kohlman has taken her place.

Bob Richardson, the "Big Noise" of Bensenville Round House, has left us for several weeks. Leave it to Bob to enjoy a vacation. We hope he brings a souvenir back with him.

Goldie Weber blew in from his vacation all dressed up—balloon tire trousers and everything. Joe Hynes hasn't a chance with the girls since he returned.

Joseph Hynes, our A No. 1 timekeeper, recently returned from his vacation after spending a pleasant week seeing Chicago. A few days after his return, while out joyriding he spoke out of his turn and came to work the next morning with a "swollen optic." He did not believe that beefsteak was good for it.

From all indications "Royal Cleary" must have had an unusually good time at a reception given in honor of J. E. Flanagan. What's the matter, Royal, couldn't you sleep or were

Delicious  
coffee!



W. H. CROFT  
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CHICAGO

you just too darn stubborn? You sure looked like you needed it the following Monday. Maybe it was the change in climate. Chicago's is so much healthier than Elgin's. Old saying, "You can take a lad out of the country, but you can't take country out of the lad." You just must have your sleep.

"It Jim Flanagan happy?" I'll say he is. Maybe most of all his friends know by this time what made him this way. Somebody said they saw him standing outside the office "doing" a jig and they knew then that he had passed the "Bar exam." This all took place August 4th, and he had told the world by August 5th. We all wish him loads of success, and will be very sorry to see him leave Western Ave.

Yardmaster L. A. Smith and family spent his vacation visiting the Lake Region and Northern Wisconsin.

Yardmaster J. E. Baker is spending his vacation in Michigan.

It looks like correspondence is going to receive another set back as the general car supervisor's steno., Elsabe, has returned from her vacation in Gretna, Nebr., with a left hand third finger ring.

There is something shady about this (not the ring) as we understood all interest centered on a Michigan farmer, but surely she wouldn't get a ring from a Michigan farmer in Nebraska.

Maybe Elsabe will give us the history when she sets the date.

\* \* \*

### Western Ave. Notes, Chicago Terminals Silas Sweetcakes

Our friend Eggs Murphy, the engine foreman, says that he does not like to see his name in print, 'cause one time back in Iowa, someone put his name in the paper and the Sheriff knew right where to come and get him.

The rumor is traveling around that our "Sheik" Johnnie Franz is going to "Get sentenced" and from looks of things we think that the rumor is correct, as Johnnie now is learning to "Chaw Toback," some one asked him why? and he said that it was because he wanted to show his better half how tough he was. But the real reason was account of everyone else had quit smoking cigarettes and Johnnie had to chew.

We have another sheik in our office now, it is George Blakesley, Yea; George is a regular "sheik" now, he was down to his girls house 'tother night, and they were practicing dancing, when the girls Dad, came in and flung George out the window, George called his girl up and asked why, and she "oh, I forgot to tell you father is hard of hearing and when he saw us, he didn't hear the phonograph playing."

Carter McNamee is going to participate in the great Rodeo, but so far he has not decided yet as to whether it will be riding the "steer" or selling "hamburger."

The boys are now on their vacations, Charlie Stockwell, being the oldest went first, some said that he went to Canada, but wherever he went to, he is going to have a good time, 'cause he told us so.

Yardmaster Duffy is also on his vacation, he is spending his time down in the loop, he says that they have better doughnuts down town than they do out around Western Ave., and also longer cigars.

And then Yardmaster Voight is also on his vacation, and while off is going to try and buy a bicycle, we wonder why.

Bert Slimmins, is the Yarlets, in place of Voight, Bert says he don't see why they have to have a Yardmaster office, as they are never in it, he also says that he wished he could yell louder, so then he could stay in one end of the yard and tell it to them.

Yard Clerk Mills, has had a bum eye, for the past ten days, Mills says it is a sty, but from

the looks of the eye, it was a pile driver, or else he was down to the lake and got an eyestrain.

Jack Norton says that when it comes his turn for a vacation he is going to spend his around Savanna, as he knows lots of people around there. The Sheriff, Constable, the Judge, and the Warden, he says they are the people that first showed him how to work.

Demurrage Clerk, Ed Barry, says, on his vacation he is going to see the world, he is going to Chicago Heights and Stoney Island, that is, if he can write enough cards in the meantime, says he can write enough, but he can't get paid for them.

Bill Greipke, says he has got to learn how to smoke cigars that is all there is to it, as he hates to refuse so often, says the only bad habit he has is chewing gum, and no one else around his travels are as bad as he is, they have only got as far as cigars.

Eastman, our perishable fruit inspector, drove his "Auto?" down town last week, and when he parked along the curbing a small boy came up, and said "Watch your car for ten cents Mister," Eastman said, "nothing doing son, that car won't run away," the small boy said: "No, but then I could call you when it begins to fall apart."

Irving Franz says that if he was a turk, he would be satisfied with twenty five wives—that is if they were all good looking.

Ringling Bros. and Barnum and Bailey shows passed thru here and it was all we could do to keep Bill Hanraddy here. He thought he recognized some old friends.

Our Car Foreman Louis Reppary says, he sure is sorry that so many of the boys are chewing tobacco now, as by the time he gets down—the "plug" has made the founds and he is left out.

### Union Street News J. A. M.

Well, what do you think of that—an earthquake in Montana! The Rocky Mountains seems to have been appropriately named.

If it's going to make the employees on the Rocky Mountain Division feel any better after having their chimneys shook off, we'll say that on the day of the earthquake we had five murders right here in little old Chicago. In addition to that, seven were killed by automobile, two by elevated trains, three were drowned, two houses were bombed, and our straw hat was swiped. We'd advise you to play safe and take your chances with the earthquakes.

The many friends of Volney B. Richardson were shocked to hear of his death in Vancouver, July 27th. Rich was one of Union Street's oldest employees and was well known throughout the entire system. We extend our sympathy to his family and friends.

Well, well, they've added another good looking girl to the hardworking force in the Cashier's Office. There are some practical jokers around there; Miriam, so watch your step and keep your baby-blue eyes open.

It is said that Oscar Goldstandt lost 63½ pounds while Gussie was on her vacation. Poor Oscar would have pined away to a ton if she had stayed away much longer.

Bill Parsons is still burning them up outside the office. He sold the Madison Street Bridge the other day, and a deal is now on whereby the Wrigley Building is to change hands. Willie is some little hustler.

By the way, Bill, did you ever get rid of that jack-knife you were trying to sell last spring?

Ethel Reaum was seen riding home from work with a fellow in a Nash last week. Wonder who he could have been?

"Red" Kasper says he has made up eleven hours of sleep and is now only eighty-seven hours

behind since that memorial June 12th, when Robert Lee Kasper made his appearance. They say Bobby is a chip off the old block—red-headed, bowlegged, 'n'everything. In fact the two look so much alike that Mrs. Kasper has to tie a turkish towel around Red's left leg to tell them apart.

Girls!!! Here's your chance to get into the movies!

On Thursday, September 17th at 12:30 P. M., Miss Union Street will be selected by a group of incompetent judges.

To protect them from the wiles of the contestants, the judges' names will not be made public at this time; however, we want to assure the entrants that the judges will be sufficiently versed in facial and anatomical beauty to render a wise and unbiased decision.

The contest will be held in the south basement and is open to all Union Street employees of the gentler sex between the ages of fifteen and fifty-seven. No beauty will be allowed to compete without a regulation eight-piece bathing suit.

Two prizes have been offered by the committee. The winner of the first prize, "Miss Union Suit," will have the choice of a trip to the Kinzie Street Freight Office with all expenses paid or a beautiful accordion plated, collapsible catsup bottle. The second prize will be a peck of weinerschnitzel, garnished with essence of amschlobem.

The following names received on the first day of registration: Miss Mary Bagley, Miss Loretta Oberg, Miss Emily Parks, Miss Nell Cohen, Miss Adeline Roth, Miss Ima Dingleberry, Miss Phyn-in Haddey, "Miss Chicago" Connors, and last, but not by any means least, Miss Anna Merz.

The contest to find the best looking fellow in the office has dwindled to Red Kasper, Ray Hoffman, and Curtis Epen, with Kasper slightly in the lead. Burns has been eliminated because of the bushy mustache he raised last week, while Barney and Stanley are out of it, owing to the fact that they have turned professionals as the "Missing Links."

Sophie Stephens, formerly "Bass," is back at the bill desk, after an absence of a few years. She's as good natured, and full of vigor as ever, and we all enjoy having her back.

Bob Evans is back from his vacation and the office is gradually getting back to normal. For a while it looked as though we would have to close the office altogether.

After considerable debating and arguing, the committee has decided to publish the names of the judges so that the public will see that the contest is being conducted on a very high plane. This decision was reached after one of the committeemen, Mr. David Bystedt, proved conclusively with a twelve hour oration that spaghetti is more nourishing than macaroni.

The judges selected by the committee are—Mr. Joseph Tierney, Mr. Charles McIntyre, Mr. Mike O'Neill, Mr. Edw. Brantley and Mr. Meyer Kasper.

#### R. & SW Division

Lillian L.

Mr. H. P. Funk has accepted a position in the Timekeeping Department in Superintendent Thurber's office at Milwaukee. We are all sorry to lose our Heine.

Conductor Henry Buege and family took a trip to Seattle during July. Best time he ever had in his life, so the Conductor tells us.

Tom Crago and family spent their vacation in the Northern part of Wisconsin. On the return trip Tom claims to have made some 375 miles in one day with his Lizzie. You know they have some pretty big wind storms up in that part of the country, and we think one of them no doubt picked up the Lizzie and helped them make the 375. How about it, Tom?

Carl Lockwood brought a huge bunch of lotus

flowers to the Chief Clerk at Beloit a short time ago. He did not say anything, but do you suppose he meant to intimate that Jim ought to have a lily in his hand?

Maurice Vaughan and Miss Rosetta Wilkins were married at Rockford during July.

Conductor and Mrs. W. B. Thompson left August 4th for Lorain, Ohio, and other eastern points.

Oh, you girls with the FIERY HAIR, I hope that you will not despair. The poor man's under a terrible strain, as he cannot bear to give anyone pain. And as he's unable a choice to make, he's about decided on Salt Lake. So ye maidens with the fiery hair, just pack your trunks and go out there, where everything will be filled with song of RED BIRDS all the whole day long.

Miss Louis Flash is spending her vacation at Watertown, Madison and Milwaukee.

The CM&StP Women's Club held their monthly meeting, August 1st. All members please take notice that these meetings are held the first Saturday in the month.

There's nothing cheap about Tom McGraw. He does things up right when he gets started. He recently came into the Superintendent's office and left five two pound boxes of choice candy, several cigars and several packages of gum. He said if anyone was left out, let them chew the rag.

Mrs. F. E. Devlin and sons Francis and Bobby spent several days at Montevideo during the latter part of July.

Miss Nellie Menhall spent the week-end at St. Mary's-of-the-Woods, Terra Haute, Ind.

Mr. B. H. McNaney and Mr. P. L. Kupp held a meeting at Beloit July 21st, to discuss better traffic movement, car service rules and bad order cars.

George Brinkham is on a fishing trip up around Minoosqua.

Understand Nahant has put in a broadcasting station and crews are now being called by radio. The crew on the bungalow was called from this station (the icehouse platform) for the first time the other day and the call came in very clear—no static.

JHC will have to go some if he keeps pace with Jim, Jr. He surely puts it all over dad when it comes to playing golf, and as to the radio—while father sits at home and gets nothing but squawks and squeals on his "home-made-Fisk," Son Jim sits and smiles with delight at the wonderful music he is getting on his Radiola.

It's a good thing about everyone on the railroad is taking a vacation, or we would have no notes at all. Why don't some of you fellows get busy and send in something?

We had a nice little visit from the Editor of the Employes Magazine the latter part of July. She has promised to come again and we hope she will stay with us longer the next time.

The offices at Beloit look quite dressed up with the new paint.

#### Iowa & Minnesota Division

"DMW"

Sunday, August 9th, was a gala day for Section Maintenance of Way forces of the East I. & M. Division. They held a picnic at Mineral Springs Park Owatonna at which Mr. Frank Larson and family, until recently Roadmaster of this Division were guests of honor. Tables were spread in the pavilion and about 60 guests sat down to what was probably as fine a picnic dinner as ever was served anywhere. After the dinner Foreman Majusiak in a few well chosen words presented Roadmaster Larson with a package in token of the esteem felt for him by the men formerly in his employ. While Frank can usually talk as fast and hard as the next one, he was so surprised that his eyes just filled up with tears and could only thank the boys for the token. Had he waited until he opened it he

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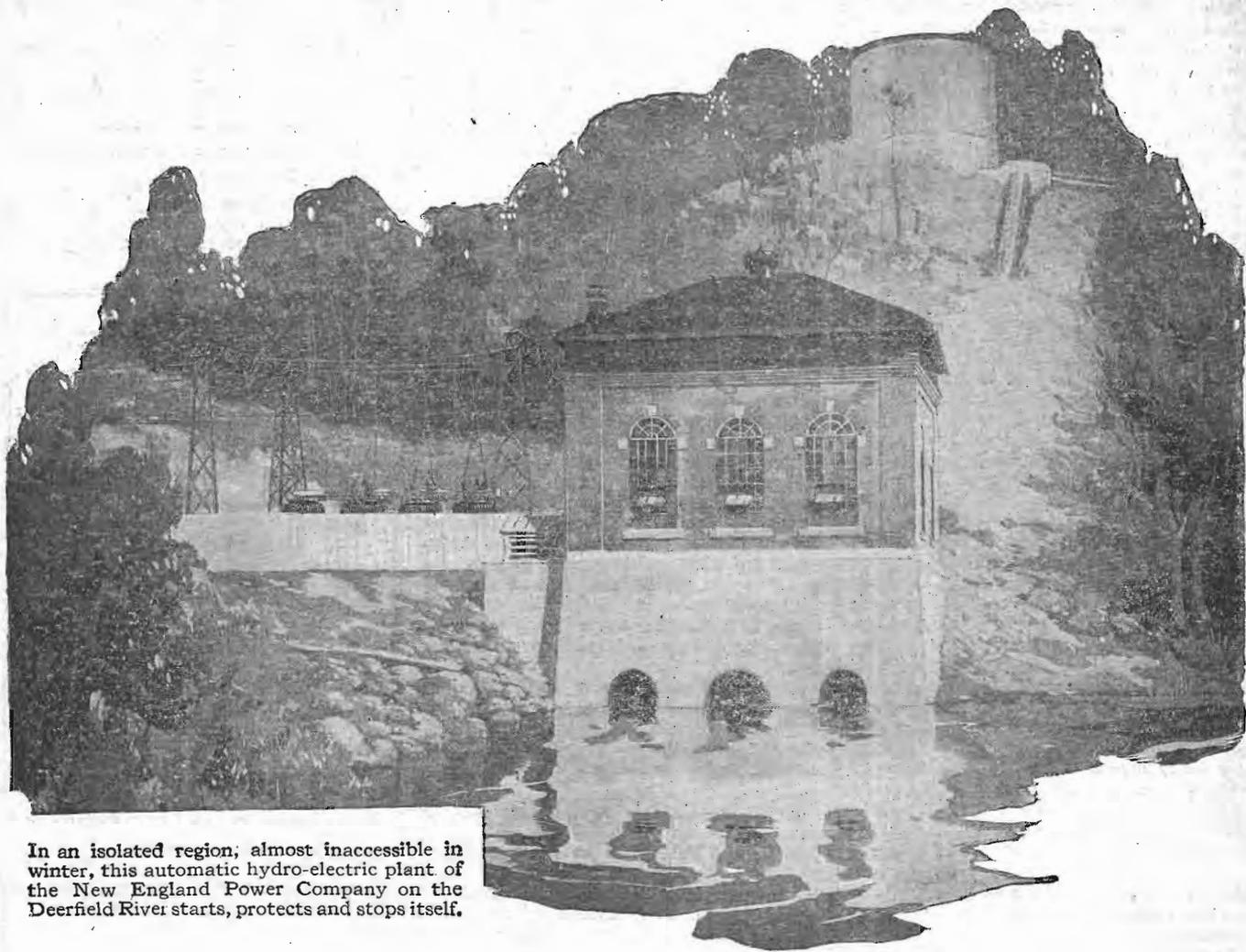
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Each Saturday afternoon, the demand for electric current diminishes. Immediately this plant, at the head of the stream, shuts down, and a storage reservoir begins to fill with water. On Monday morning, the plant starts itself and sends water down to all the others.

No human touch. Just G-E automatic control.

# GENERAL ELECTRIC

probably would not have been able to do this much. The most enjoying feature of the program were songs and recitations by a group of girls under the leadership of the daughter of Foreman Kvnosnicka and a song by the daughter of Foreman Holt of Cresco. Mr. Larson made a mistake in not cutting the immense cake with his name on it that was placed in front of him until after everyone was full, but the cake was so good that no one felt any bad effects from eating an extra piece.

The Party then adjourned to the picnic grounds where a tug of war was held between the men of North of Austin and east of Austin, resulting in the men North of Austin showing that they were the best pullers. Mrs. Keller, wife of Foreman Keller of Decorah, won the ladies' race and special prize offered by Mr. Larson, but Mrs. Holt maintains that the race should have been re-run (this is open for question). Pictures were taken of various groups and were it possible to publish one with this issue, we are sure that the I. & M. Section men in this district would show that they are without question the finest looking bunch of men on the system with the finest families.

The picnic was so successful that it was arranged to make it an annual event, the next picnic to take place at Owatonna the first Sunday in August, 1926.

Conductor W. R. Smith called at the office the other day on his way to Superior with Mrs. Smith where they expect to spend their vacation. Bill said he wanted to go up into Canada but his wife objected so he gave up the idea and decided that Superior would be about as far north as he had better go.

Brakeman Geo. Hall and Family have returned from Richardson, N. D., where George was employed on a fox farm. George says he likes to be around foxes but he feels more at home around the I & M.

Mrs. Pat Burns, wife of Engineer Pat Burns on the I. & M. Division, while going down cellar August 11, slipped at the top of the stairway and fell to the bottom, striking her head on a post and spraining her ankle. Mrs. Burns has been confined to the house since but is now able to sit up in a chair and with the use of crutches gets to and from her bed. Pat says he is doing the cooking, Oh boy, I bet Mrs. Burns will be glad when she can get at the old stove again.

On July 24th at Mankato fireman Hartley Riach while stepping down from a tank to deck of engine stepped on a piece of coal and fell out of gangway to the ground breaking his right wrist.

I must again call attention to the fact that any items you may wish to get into the magazine must be sent in to me so they will be received before the 10th of the month. Please bear this in mind and let me have any items of interest out on the Division you may know of. You do not necessarily have to wait until the last minute, mail them early. D. M. Wheeler, Minneapolis.

#### From the Banks of the Wabash

Roberta Barr

Mr. and Mrs. T. J. Lentz and little son, Fairfax are spending their vacation motoring through the south. From all reports they are having a wonderful time.

Mr. Ovid Humble and Fred Stockwell are spending their vacations in Detroit. We would like to know just what the attraction is in Detroit for all the boys, as we understand a few more are going. Now watch your step Freddie, Detroit is a big city and far from home, for a little boy like you.

Mr. and Mrs. C. R. Patton and son, Paul, have returned from a camping trip spent at Cass Lake, near Duluth, Minn. He says he

caught a fish—long, but we think it is only another fish story.

It has been officially announced that Henry Denzier is to be married April 1st, 1929.

The girls in the D. G. C. F. office would like to know the attraction at Myron, Illinois, for Harry Beland. Is it a good golf course or one of the fair sex?

When is Fred Mancourt going to leave for California for his permanent residence?

Mr. and Mrs. Rollie Blackwell, Chief Clerk in the Master Mechanic's office, announce the birth of a son, Mark Allen, August 5th, Congratulations.

Howard Hollis of the Store Department is spending all his money on stationery, fountain pens and postage stamps since the return of a certain young lady to her home in Columbus, Ohio, after spending a month's visit in Terre Haute. Cheer up Howard, Columbus isn't very far away.

The Ladies Auxillary to the B. of L. E. Division 29, delightfully entertained on Wednesday afternoon August 5th at the home of Mrs. L. B. Taylor, 2521 Fenwood Avenue, Terre Haute, the guests being members of Division 441. A 12 o'clock chicken dinner was served and there were 43 in attendance. After dinner games, contests and a social good time furnished diversion. Mesdames Dinkins, Burns, Slack and Gordon were given favors in the contests.

Johannie Burke of Terra Haute thought he was putting something over on the gang by running off and getting married but due to some inside information, we knew what was coming off and when he made his trip to the Lakes. Better luck next time, Johnnie.

Mr. and Mrs. Alvin Jones and son have returned from a delightful vacation spent at Lake Manitow, Indiana.

Misses Edna Pfeiffer, Alice Church and Marie Tuemler left the latter part of August to take in the sights at Boston, Washington, D. C., New York City, Atlantic City and Niagara Falls.

Mrs. Raleigh Cole and daughter have returned from a pleasant vacation spent at Niagara Falls.

T. I. Coiwell and family spent the latter part of August on a vacation trip to Clinton, Oklahoma stopping off enroute at Kansas City, Missouri, and Lawrence, Kansas.

The Milwaukee Social Club enjoyed a moonlight boat ride on the Wabash the evening of August 3rd. A delightful time was reported.

A new slogan for Hulman Street Shops—Locomotive Department—(Order your sweet corn "now"—20c per doz.) See Roundhouse Foreman.

Smithy, pipefitter Hulman Street locomotive Department, says "Yes we have no green beans—the rabbits woke up at 5 a. m." Did they, Earl?

Mr. Notley wants to know—If a string bean 3 ft. long has enough beans in it to make 3 ladles of soup, how many "ears" of corn it takes to hear a man roar from Pasadena, California.

We hear that a canning factory is going to locate on South 7th street here. How about it, Earl?

#### West Clinton Notes

Since so many of the boys and their families have been vacationing out west, we can't help but think of the lines—

"I have come back from the mountains,  
Back from the snow white peaks;  
Back from the crimson sunsets,  
With opal and golden streaks."

At least that is what it makes us think of when we talk with conductor O. S. Hadden, who with the Mrs., spent several weeks 'way out on the Pacific coast, and on Islands 'en every place. They bring back many interesting stories of the west.

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Conductor J. F. Maloney is another boy to come back from a trip west during July and the first of August. With his wife and mother-in-law, Mrs. Long, they circled the western states. Had an excellent trip from where the East leaves off—out where the West begins—and then still farther west.

And now we hear that conductor John H. Bell and wife have gone there also where they will see the beauty of sky and mountains, boiling springs, boundless prairies and dizzy mountain heights.

I'm sure we would all enjoy a trip—  
"Out where skies are a little bluer,  
Out where friendship's a little truer."  
It would do us good.

The "Four Brotherhoods" gave an all day picnic at the Elm Gove park in Terre Haute August 16th. There was swimming, dancing, skating, games, merry-go-round and lots to eat. The St. Bernice ball team was scheduled to play the fast North Terre Haute team and suppose they did, but did not get details as it was an exclusive affair. Perhaps some of the other employees would have attended had they received invitations.

Conductor G. H. Goff has a new "Studie" special and with Mrs. G. H. and brakeman Glen Tannehill and wife motored to Kentucky for several days visit, the first of August.

Brakeman Fletcher Harrington has evidently decided to settle down in these parts as he has purchased a nice new residence in the Park addition.

Conductor C. E. Kerch is another new resident of West Clinton. He has moved up from Terre Haute. We are glad to receive you into our midst, Charley.

We are wondering how long it will be before the old war hoss, Conductor S. A. Hill, will pitch his tent here and be closer to his work. Time will tell.

J. H. McDonall, Trainmaster, returned from several days vacation the first of August with more ambition and vigor than ever—if that is possible—for he is always on the job.

We missed "Slivers," of the car department, until the other day. Homer received a card from him 'way down in New Orleans. Said he was prepared to swim the Gulf. Ah! Slivers, how we envy you! From there he intends to go into Florida for a visit. Good luck to you!

From our sick list we report the following William Stanfield, car man—his condition remains unchanged after seven months illness.

John Chestnut, former maintenance employee—somewhat improved after being sick for two months.

Maurice Carmody, Car repairer—improving rapidly after being seriously ill at his home and in the Clinton hospital.

Earl Blue, car department—latest reports are that he is improving slowly.

(We sincerely wish that we could report that all of the boys were on the way to recovery. After all, health is our greatest asset.)

No doubt, you have all heard it said that railroads seldom produce good baseball players. Say not so! St. Bernice has a team equal to any. The team has suffered only two defeats this season. A shift in the line up has remedied that and they will go to the end of the season victorious. Watch 'em. Conductor R. A. Stewart is manager and Dickens is captain. Such players as these deserve mention—Shuman, Govinnic, Davis, H. Glass, Gallatian, G. Bain, Parker, McCauley, Harper, Hornbeck, W. Glass, and Frink. Much credit is due to the pep shooters—Bush, Ronsch, Board, and Foncannon. These funny boys have brought or helped to bring more than one victory. C. H. Dietz as yell leader is quite an asset.

T. B. Stephenson, operator relieved Pat O'Page for several nights during August. We are always glad to have "Steve" come as he

is an encouragement to us. He said this time, that west Clinton has the most EFFICIENT office force he had ever seen.

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

It is with the sincerest regret that we record this month the passing away of that sterling, though picturesque, character, "Captain" James Kirby for many years janitor and watchman at the Dock. Since the recent death of his wife, Mr. Kirby had failed noticeably in his usual vigor and for several days prior to his death had complained of a slight indisposition, but his condition was in no wise alarming and he had been about his duties as usual. On Friday, July 31st, he had been at the Docks as usual and had indulged in his wonted pleasantries with his friends there. Next morning, August 1st, two of his nieces who since his wife's death had resided with him, heard him calling for aid. They hurried to his bedside and found him in his last throes, living only about a minute after they reached him. Presumably he was the victim of a heart failure. His funeral took place Wednesday, August 5th, and was attended by many friends. The Milwaukee family expressed its sorrow at his departure by a magnificent floral piece, representing a broken wheel. Messrs. Calkins of Seattle, Alleman, Maloney and Waldron of Tacoma were pall-bearers for the Milwaukee family; the other pallbearers were Messrs. Imrie, customs Inspector, and Green, of the Pacific Stevedoring Company. Mr. Kirby's death came as a shock to his friends, of whom he had hundreds on the waterfront. He was known, liked and respected among railroad and seafaring men all along the Pacific Coast for his many sterling qualities. His unfailing good nature and willing generosity together with his inexhaustible fund of Irish mother-wit made him a general favorite, and the Docks will seem lonesome without him. Mr. Kirby reached the age of 78.

We regret to note that Henry Heck, another one of the watchmen at the Docks, has been sick for over a week and unable to work. We hope that he will soon be able to resume his duties. His place is taken by Mr. Devine, an old time employe at Tacoma shops.

We haven't seen much of Mr. Alleman the last week, due to the biennial Knights Templar Conclave held at our neighboring village of Seattle during the last week in July. Mr. Alleman was one of the drill-team, representing Ivanhoe Commandery of Tacoma and bore himself right martially in the ranks, keeping perfect step and alignment. Mr. Higley, chief customs inspector at our Docks, was also one of the marchers, being no less than adjutant to the battalion commander. As such he estimates that he marched about thirty miles the day of the parade, but preserved his proud military bearing to the end of the four-hour parade. Not a few of the Milwaukee family—in fact, too many to mention severally—took occasion to visit Seattle during the conclave to see the doings and the magnificent illumination of the principal streets and buildings or to witness a performance of the wonderful "Wayfarer" pageant at the University Stadium which played the entire week of the conclave.

Miss Frieda Marty recently had the pleasure of entertaining two charming young ladies as visitors. One of them, Miss Dietrich of Nenah, Wisconsin, is a niece of Miss Marty; the other, Miss Morrison, of Viola, Wisconsin, is a close friend. Both ladies are teachers at Kenosha, Wisconsin. They came to Tacoma on a grand swing around the circle, coming here via Los Angeles, San Francisco and Portland, and returning East via Vancouver and the Canadian Rockies. Mr. Alleman brought the three ladies to the Docks and they thor-

oughly inspected the O. S. K. steamer, Africa Maru, which happened to be discharging, giving everything the once-over from the navigating bridge and wireless room clear down into the uttermost recesses of the shaft-tunnels, away below the water-line. Chief Officer Hiromatsu Kanegae, like a gallant gentleman, invited the ladies to refreshments in his state-room, to which they did full justice, and voted him quite a dear. It is not often that the Docks and the ships lying there have such delightful visitors and we hope that they will come again.

Incidentally we should have mentioned that Miss Marty recently took a trip to the Mountain and had a delightful time there, but this fact, important as it may be, dwindles into insignificance compared with another one: that Miss Marty had her hair bobbed, after refusing this long time to sacrifice her magnificent braids to the demands of fashion. It can be imagined what a miniature storm of comment and speculation has been roused at the local office by this mysterious occurrence, and we trust that our well-known and efficient detective bureau may be able to clear up the reasons for Miss Marty's astonishing change of mind. We need hardly say that Miss Marty, despite the change in her appearance, retains her good looks unimpaired.

Lester Prescott, clerk to General Yardmaster Rebbok at the Yard Office, was off on a brief vacation in July and spent it in driving down to Portland in company with his parents and some friends of the family. They spent a day at Portland and of course went out on the famous Columbia Highway. Lester drove the family "Overland" on this trip, leaving his famous "bug" of the flivver variety at home. It is not every yard clerk who can boast of a flivver for social occasions and a flivver for coming to work, but there is nothing small about our yard force.

Noah Waldron, assistant foreman at the Docks, and Mrs. Waldron recently took a fishing trip into the mountains east of Everett, going out to Monte Cristo on the Hartford & Eastern, a logging railroad. The scenery up there is said to be very fine and the fishing even better, so that the trip proved very satisfactory. Noah has some hair-raising tales to relate concerning Mrs. Waldron's prowess as a climber. We understand that she negotiated a cliff where she had to be lowered a hundred feet by rope.

Assistant foreman W. J. (Scotty) Kear of Dock Two and Mrs. Kear went to Seattle the other day to see a performance of "So This Is London," having missed it when it played here. Mr. Kear is so familiar with London, being of British extraction himself, that the play made him quite homesick. He has been saying "old dear" and "old chappie" since, and we fully expect to see him come to the Dock some morning arrayed in topper, eyeglass, cane and spats.

Heretofore the surroundings of the Milwaukee passenger station at Tacoma have been none too attractive, consisting chiefly of a gulch full of rubbish. City Passenger Agent Valentine realizes that it is important to give the new arrival a pleasant impression of his destination at the first glance and to leave a pleasant memory in the mind of the departing traveler, and he has therefore started a movement towards the setting out of trees and shrubbery and otherwise embellishing this gulch, so that it may greet the arriving traveler as the outer guard of the profusion of roses, ferns and indigenous vegetation for which the Puget Sound country is justly famous. Our friend "Tony," car inspector at the passenger station, who has the sense of art native to Italians, has higher ambitions than his regular duties and he has therefore volunteered to undertake the landscape gardening necessary. We may

hope that before long arriving passengers will receive a favorable impression as they step off our trains—a favorable impression of the grounds at least, if not of the building.

We recently had the pleasure of a visit from Mr. Cecil L. G. Wayne, Advisor to the Chinese Government Railway Administration, located at Peking, and on a vacation trip to this country. He was shown around by our Mr. Alleman and other officials of the company and was much interested in picking up operating points for possible use on the Chinese railroads. He said that the Chinese make good railroadmen and told interesting details of rail-roading over there. He promised to send us a Chinese working time card. If he does, we shall certainly ask our honored editor to reproduce a specimen of it for the edification of our readers.

We are pleased to report that Mr. R. V. Cummings, formerly chief clerk at the City office, but for a year and a half past, or thereabouts, traveling freight and passenger agent out of Mr. Wahoskey's office at Great Falls, Montana, has been transferred back to the Coast, being appointed traveling freight and passenger agent at Tacoma in Mr. Bantly's place, who was appointed division freight agent at Minneapolis. Mr. Cummings will cover Tacoma and Southwestern Washington. Having made many friends in this territory in his former capacity, it is a foregone conclusion that he will score new success in his new position and we are glad to join in welcoming him back to Tacoma.

Among those from the city office who went to the Knights Templar doings at Seattle were Mr. and Mrs. Valentine, Mr. and Mrs. Kidd, Mr. and Mrs. Richards. Roy Kidd and Mrs. Kidd also went to the sports show at Seattle and Roy took a swim while there. He tried to persuade Mrs. Kidd to join him but the lady was afraid of the water, and it was only by a trick that Roy finally got her to go in. We hear that Roy hasn't quite squared himself at home yet. We have an idea, however, that Roy may have been caught admiring the other bathing beauties too much. Mr. E. F. Richards (more familiarly known at the city office as "Carborundum," presumably because of being so very "hard boiled") and Mrs. Richards promised themselves a special treat in going to see the "Wayfarer" at Seattle, only to find out when they got there that the last performance had taken place the night before.

Mrs. Schumacher, of the city office is away on a brief trip and Mr. S. is putting in his best licks in the meanwhile doing some renovating on the house in his spare time. He looks as cheerfully as can be expected under the circumstances, but will doubtless pick up considerably when the boss gets back.

Chief Clerk Rasmussen went to the Elks' convention at Portland and doubtless had a good time. The others say he partook heavily of the barbecued mule but this is no doubt exaggerated, for who ever saw a dead mule, let alone a barbecued one.

Automobile owners are not the only ones who have trouble with tires. Chief Clerk Rasmussen recently bought a bicycle for his boy. The boy had it less than three hours when Daddy had to repair a punctured tire.

City Passenger Agent Valentine looked quite happy in showing us a fat portfolio full of advance notices of special tourist parties coming out to see our pet mountain. In looking them over, we made note of only a few of the larger parties; there are many more smaller ones. About the middle of August the Electrical Workers of the United States, three hundred of them, are going to the Mountain in two special trains from Chicago; Mr. Valentine will give these and the others his per-

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sonal attention, which has brought our road and himself so much fervent praise on past occasions. A week later a hundred and thirty-five members of the Delta Ypsilon fraternity from Chicago are to visit the mountain. Mr. Valentine is going to have the toboggan slide put into good condition for them and will furnish them with the "tin pants," familiar to all visitors to the mountain. The rah-rah boys will doubtless have the time of their lives in the mid-summer snow carnival. Three days later a special train will take the national convention of the National Hairdressers' Association to the mountain. Mr. Valentine intends to have Mr. Schumacher go with these in order to give him an opportunity to have his hair fixed in the latest style. Early in September a special train will take a hundred and twenty five members of the Wesley Barry Thrift Club to the Mountain and a few days later another train will convey three hundred delegates to the national convention of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers to the mountain. There will be a special baggage car to carry the name of the organization.

Mr. Valentine feels specially pleased over the fact that in appreciation of excellent service rendered in the past, Adjutant General Maurice Thompson of the Washington National Guard, has selected this line to carry the delegates from this state to the national rifle contest at Camp Perry, Ohio. The team will consist of the National Guard Rifle Team of sixteen men and thirteen civilian marksmen, who will be joined at Seattle by that city's police department rifle team of six men. The entire party will travel in a special car on the Olympian, August 25th. Aside from representatives of our passenger department the car will be under the charge of Captain Paul J. Roberts, secretary of the National Rifle Association. Our equipment will go through to Toledo, Ohio.

### Trans-Missouri Notes

Gene

Mrs. Frank Maxwell and daughter, Virginia, paid Moberge a short visit on her way to the coast a few weeks ago.

Mrs. James S. Griffith and Son, Norman, spent a few days in Moberge visiting old friends and acquaintances on their return trip to Tacoma.

Merritt McChesney, brakeman, writes that he is again firing a locomotive for the Polson Logging Company at Hoquiam, Wash.

Many of our firemen are again seen on the division being called back to work.

We are sorry to say that C. E. Sloan was called to Sioux City, Iowa, a few days ago, on account of the death of his brother.

Mrs. McCombs, stenographer in the mechanical department has returned from her vacation. Mrs. Running substituted for her during her absence.

E. E. Elshire and family have returned from a month's visit to California. Larry says that he would rather be in Moberge even if he did buy a house in Los Angeles. It must be great to have money.

Scatterboat Anne, Walt Horn's name for his new car, made quite a trip through the Black Hills and then to Jeffrey—getting back from both trips in good condition. We are going again, I believe, aren't we, Walt?

Jack Price is walking around again without the aid of his crutches. You will remember he was unfortunate enough to break two bones in his ankle playing baseball. He is feeling a lot better, but he says he won't play any more this year.

W. E. Bailor, night roundhouse foreman is on his vacation for several weeks.

Mr. J. S. Griffith, assistant superintendent of

motive power, was on the division several days this month.

T. McFarlane and family are motoring for a few weeks with their new Chrysler into Iowa and other points.

Mr. R. S. Lewis has also just returned from his vacation at Bozeman, visiting with his daughter.

Harry Burton, son of E. W. Burton, conductor, and also Robert Tennyhill, son of Switchman Tennyhill, are spending some time at the training camp.

Bud Grove, former chief clerk to the storekeeper here, has been promoted to Tacoma and his place has been taken by L. A. Whitford, formerly of Tacoma.

Mrs. W. J. Collins, wife of Agent Collins, made a hurried trip to Minneapolis on account of the serious illness of her sister.

Mrs. Alex Bugby was in Moberge for a few days visiting old friends.

Claude Fisher, son of our traveling engineer, Fisher, was operated for appendicitis a few days ago and at the present time is getting along nicely.

Doctor and Mrs. G. H. Twinning returned this week from an extended trip to Europe.

No. 16 took many of our friends to Aberdeen yesterday to visit Barnum and Bailey Circus. The rain did not spoil a thing, report the visitors on their return.

R. T. Randolph, formerly of Minneapolis, has taken the position of Division Engineer's stenographer at Moberge.

C. V. Nelson, formerly instrument man at Miles City, is working at Moberge at the present time.

L. W. Scheffelbein and wife returned from a nice trip to Spokane and other western points.

Mrs. Wm. Dafoe and children, family of section foreman at Moreau Junction, were called to Soo Falls on account of the serious illness of relatives.

Mrs. Lon Green and daughter are spending the month at Sioux City.

J. J. Klein and Family report a nice vacation to Fargo and Minneapolis.

Vix Newman and family were called to Minneapolis on account of the illness of a sister.

An enthusiastic Safety and Coal meeting held at Marmath on July 21st, being well attended by employes and division officers.

Our chief clerk, Ben Shields, and family returned from a two weeks' vacation this week.

Oh, yes, we had a fine letter from our former chief dispatcher, George Hill. Word of some kind from George is always welcome, and it must be fine to see a smile on everyone's face when you tell them George sent his best and misses us as much as we miss him.

We hear from Grace Hourigan quite frequently and we are glad to say that she is getting along nicely and expects to be back in Moberge again before long.

### Rail Rumbings From St. Paul

By Allen

Yes, we missed getting into print last month but there was a really good excuse, 'twas our vacation time.

Vacation, what a fine word it is and dandy definition, but if one does not feel like doing piles of work when he gets back, then he never learned the true definition. However, if we do not feel then like working, the vacation must have been wasted, so far as a rest is concerned.

Hans Dohm, our stenographer, spent a week down in the State where the tall corn grows.

Joe Kalaher is probably now spending part of his vacation in his old home town, La Crosse, Wis.

Alce McCool is also away and he never fails to visit Hastings during his vacations.

We suppose C. H. Cutts is up somewhere on the La Crosse & So. East R.R.

Miss Larkin is back from Mahtomedi, Minnesota.

Arthur Peterson had a very big reason for not leaving town during his time off. Too much attraction right here in St. Paul, we are told.

As to the Cashier's office, we have not learned where the boys played, outside of Sam Adams, who spent some time in Winnipeg.

Well, the good old days will soon be over and nature will have our playground covered with a blanket of snow, then we shall have to wait until good old sol comes back to destroy that blanket.

Dr. Philip Graven is returning to Europe for a short stay.

Mr. Graven is in the East now visiting his son before he sails.

We were pleased to learn that Wm. F. Powers, formerly of this office was again pre-moted with headquarters at Omaha. Good luck to you, Billy.

### On Time Line—Kansas City Division M. K. F.

Division Master Mechanic R. C. Hempstead with his wife and daughter have returned from an extended trip through the west, including stops at Seattle, San Francisco, Los Angeles and San Diego. They also visited Mr. Hempstead's mother at Pasadena, Cal.

Another stowaway! On July 5th, operator Paul M. Calaway married Miss Elizabeth Huggert of Chillicothe, Mo. Congratulations, folks.

It is with much regret that we report the death of engineer Charles Liddle which occurred on July 28th. Mr. Liddle was one of the oldest employes on the Kansas City Division, having been with this company 53 years. In 1891 he took the passenger run between Marion and Ottumwa making 34 years on this particular run. It is the general opinion that there is not a man on this division who has more friends and fewer enemies than Mr. Liddle. About seventy five friends accompanied the body to Marion where he was buried.

Chief Carpenter John Evans has gone to Sioux City to take charge of the rebuilding of the roundhouse at that place. He plans to be gone at least three months. Our old friend, Pete Haseltine, accompanied him to take care of the clerical end of the work.

Messrs. Brumm, McCormick and Brown of the engineering department, were welcome visitors at the West Yards during the latter part of July.

Things aren't the same since Katie went away—we overheard Clyde saying the other day. We surmise he may mean on account of car tracers or again he may mean other things. Be as it may, we hope Miss Katherine Gohmann comes back with the roof of her mouth sunburned and all that rot usually connected with a trip to New York City. Bet friend sweetie from Cedar Rapids breezes in the first week-end she's home.

Fuel Inspector Harry Wolfe, Mechanical Inspector Arthur Brown and J. H. McCormack were all visitors at West Yards on July 28th.

Tom Richards, former chief clerk to division storekeeper O. G. Thomas, is now located at Dubuque as sectional stock man. Sodie Blake has taken Mr. Richard's place as chief clerk.

There have been several changes in our freight house force at Ottumwa. Miss Margaret Savage is the new abstract clerk, Mrs. Ruth Heinzman having taken an extended leave of absence. Miss Xexia Sweeney has taken the position of assistant bill clerk. Also in the superintendent's office we notice former caller Paul Fisher working ambitiously as Train Timekeeper while G. E. Sickler now handles the engine time. Mrs. Charlotte Davis is

tripping the light fantastic on the comptometer and Miss Leona Lamis is Chief Clerk J. W. Sowder's new stenog. Miss Margaret Evans is working temporarily in the roadmaster's office, taking the place of Miss Jerry Long who has been transferred to the trainmaster's office. At present Jerry is on her annual vacation in order to more fully appreciate the company of a certain "Billy" here from Nebraska. Jerry, how do you do it?

Assistant Engineer W. H. Vosburg and family have returned from a vacation trip to Pennsylvania.

Our Division had a nice increase in oil this month. In July we handled 3187 cars, an increase of 847 over last year. We also made a good showing in stock handling. On July 25th, there were 65 cars of stock for Chicago 21 of which were loaded at Powersville. The train arrived at Nahant ahead of time. Everyone concerned was pleased with the service and very favorable comment was made in the Stock Drivers' Journal.

E. J. Parnell, locomotive painter at Ottumwa, was successful in securing a passenger from Seattle to Ottumwa, over our line to St. Paul. We need more solicitous employes such as Mr. Purnell to boost our railroad.

W. W. Bates attended the Traveling Engineers convention at Milwaukee the first week of August, at which time he read a very creditable paper.

On July 26th, we had a popular excursion to Chicago, a solid vestibule electric lighted train. Everyone enjoyed the trip immensely and was pleased with the service. Considerable comment was made in the local newspapers concerning this train. Also on Thursday, August 6th, we had a "Walther League" special from Kansas City to Davenport, the party returning from a very interesting trip through the west. Engineers Hackett and Dornisfe and Conductor Gurwell were in charge of this train.

Ralph Lowe and family have returned from a fishing trip to Shawano, Wisconsin.

Captain of Police, E. F. Conway, Machinist Ed Wilson and Tom Sullivan are taking a vacation trip in Mr. Conway's new Dodge sedan. These three Irishmen know their groceries about having a good time and although we haven't been remembered with even a picture post-card, we sincerely hope they have at least kept out of serious trouble.

Miss Babe Hawkins, stenographer and clerk in O. G. Thomas' office spent the week end of July 25th in Chicago.

### M. C. B. Gossop "Lee"

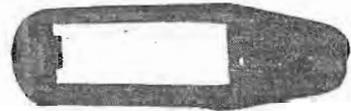
The interest of the office is divided between the progress of Gene Kleiner's moustache and vacations. This growth on Gene's upper lip is coming slow but sure, although in a variety of shades which are effectively concealed when Gene has time to give them a coat of lead pencil. Ah, what a price we pay for beauty, eh, Gene?

Alvin Barndt had a most interesting vacation both en route to and at International Falls. His ever present courtesy won him some new friends and some experiences, which included a trip behind stage and a trip in a speed yacht. If you want to hear the story of some real thrills, just corner Mr. Barndt and have him tell you the tale of his vacation.

Bernice Kruse went to Chicago and Wausau during her vacation, and between the times she got all the sleep she wanted. She managed to see the Duncan sisters in "Topsy and Eva."

Herman Klatt visited all his old friends when he drove down to Terre Haute. Steve Filut visited Kansas City and Chicago. Alfred Koch spent part of his vacation at Wind Lake. (Just what did he do with the other part?) Julia Weins was at Manitowish, Walter Czahoske, at Fox Lake and Chicago, and Carl Jaeger at Eagle River.

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Flannery Grease Cups

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Walter Marshall knows all about currents. so he and Jack Poenisch are managing to extract a goodly number of fish from the waters at Shawno.

The Sunshine Fund tried to cheer up Loretta Bush and E. Geis when they were off on account of sickness, and we are glad to see them back again.

Congratulations are in order for those who have been promoted and we wish them the best of success in their new position. Herman Klatt will be the chief clerk at Dubuque, while Charles Kreil is the Chief Clerk in the Passenger Department at Milwaukee. Alwin Barndt is taking Klatt's place, while Archie Scell is taking Kreil's place, and Frank Skola is ruler of the file department. Mr. Murphy is taking care of some special work and it seems like old times to have him back in the back office.

Harry Mendlik is back again and will help Frank Skola, and I think he knows without being told that he is welcome. John Biller is not an entire stranger for he worked in the office one summer, but we welcome him and our new little lady, Helen Horan.

Summertime brings hot weather, but it also brings Mrs. Gregory's flowers, and lucky for us she is very generous with them, and there are always some on display in the office. It certainly was pleasant to come back from a vacation and find a welcoming bouquet on my desk. The flowers are always appreciated and I am sure all the girls in the office would join me in saying Viel Dank Mutterchen.

Fredrick Andrews has a new camera and is shooting everything in sight, he even took a crack at the Shorecrest Hotel, and expects to dazzle Shebogan Falls with his natty outfit.

Waldemar Schultz, Morris Kaufman, Eli Shames, John Kozlowski, and John Trojan visited the Dells at Kilbourn.

There is a vague rumor of promised rides in Walter Stark's new Studebaker. Can anybody tell us how true this is.

Wanted—an accountant to keep track of whose turn it is to buy candy at a certain desk. The manipulation of a certain quarter's worth is really alarming. If this candy eating continues, a certain section of the office floor will have to be reinforced to take care of all the added weight.

The MCB Inspectors got so violent in their monthly meetings that it was found necessary to put them in a separate cage and once more the file room was alive with the pounding of hammers. When, oh when, will these alterations cease?

### Wisconsin Valley Division Notes

#### Lillian

Mr. F. S. Millenbah, agent at Knowlton for several years, passed away at St. Mary's Hospital on July 14th, after an illness of two or three weeks. The body was taken to Gleason for burial. The Division employes extend sympathy to Mrs. Millenbah.

Byron Thiele has left the Superintendent's force and has accepted a position in the Store department, having moved all of his belongings recently. We note, however, that he comes up here when he wants a good cool drink of real spring water—We have always claimed that it was the best on the market.

Clifford Flagel has accepted the position as Stenographer to the Chief Clerk, in the Superintendent's office—that reminds us, after the first pay day, the initiation fees will be due, will someone please volunteer to collect?

Little Miss Jane Vachreau has had her adenoids and tonsils removed recently. The operation was very successful and she has derived so much benefit that her father, H. L. Vachreau, decided he would do likewise, and is therefore, at the present time at St. Mary's hospital. It was reported this morning that he is doing very nicely and expects to be able

to return home shortly, after which time he will spend two or three weeks up north fishing.

Mr. Billy McCarthy has sent in a request asking that the bunks in the cabooses be built wider—it seems that Billy has fallen out of bed two or three times, and he feels that this could be avoided if the beds were just a wee bit wider.

Mr. Frank Wheelock, of Troy, N. Y., is here visiting with H. O. Wheelock, they expect to motor to Prescott, Wis., to visit at Salt Lake City, Denver, Chicago, and Amherst before returning home.

Miss Mildred Conklin is at present away on her vacation which she is spending at Yellowstone Park. She also expects to visit at Salt Lake City, Denver, Chicago and Amherst before returning home.

Mrs. P. H. Nee, Mrs. S. Gorman, Mrs. J. W. DeLaney, and Lee Gorman motored to Chicago, Milwaukee, and Fond du Lac at which places they visited relatives.

Mrs. Lillian Atkinson and Daughters Norma and Carmen, spent a week visiting at Joliet, Ill.

Mr. Franklin McGinley is spending a week at Minocqua camping and fishing.

Mr. and Mrs. A. W. Warner have returned from their vacation, having spent same at Duluth, Winona, Minneapolis and Finley where they had to stop and give the Essex a drink and a rest.

### Fullerton Avenue Building

#### J. T. Griffin

A very interesting and educational lecture on the theory of evolution was given in a Jefferson Park church by A. H. Payne, head claim checker, Auditor Overcharge Claims office, a large delegation headed by Frank Schornack were in attendance and applauded vigorously.

Herb Gunz, that sprightly but voluminous athlete of the Ticket Auditor's office has become very popular lately in local circles. He has been requested to join Bowling teams, Football teams, and Basket Ball teams, etc., no doubt the girls will be after him next as a dancing instructor or a member of a crocheting circle.

Clem Markstaller and Edna Grenz, Ticket Auditor's office spent their vacation at Yellowstone Park and points in Colorado, last year while at Mt. Ranier, National Park, Edna pulled a "Prince of Wales," that is, she fell off her horse, however, this year she played safe and rode nothing livelier than a Ford.

Ray Olson of the Freight Auditor's office is about to take the fatal plunge into the matrimonial sea very shortly and as "newsy" has it the fair maiden is Miss Eleanor Swanson. Wedding day August 29th—Weather fair—storm period due.

Miss Ruby Dunavan, Ticket Auditor's Office has been absent account sickness for some time but is recovering nicely. Her many friends in the office hope for her quick return to health.

The employes of the Car Accountant's Office were very much pleased to see Helen Degner return to work after her absence of several weeks due to an accident. We hope she will continue to improve.

Robert West of the Freight Auditor's office was married July 28, 1925, 5 P. M. to Dorothy Daniels. The young couple are spending their honeymoon at Pt. Huron and Baldwin, Mich., where they first met. The employes of the Review Bureau presented them with an Electric Percolator.

Do you remember way back—when they carried an iron safe in each sleeper for safe keeping of money and valuables of Passengers, and Conductors were required to give checks for articles placed therein.

Miss Eleanor Schrieber, Car Accountant's

office is wearing a diamond ring, and will be married on August 25—Congratulations.

Mrs. Jno. Dewar, Assistant Car Accountant has resigned to accept position with a Bond and Brokerage concern. Mr. Dewar was remembered by his friends, who presented him with a Belt and box of Cigars, good luck and best wishes going with them.

Congratulations to Mr. and Mrs. O. W. Reiner, Freight Auditor's Office on birth of baby boy August 5th.

We expect to see Miss Emily Cluerer and Stello Marx return with their hair bobbed, they have gone to Washington, D. C., to have it done.

J. A. LaChapelle, Freight Auditor's Office after 20 years has decided to quit chewing tobacco. This is sad news to W. J. Flint.

Ernest W. Malkewitz, Real Estate Dept. is the proud father of a baby boy who arrived from babyland about a month ago. We noticed that you are still chesty, Ernest, wait until you have walked the floor nights as long as some of our old timers have and your chest will go down to normal. The cigars and candy were enjoyed by all of us.

A. O. Tate, Real Estate Dept. has returned from Washington, D. C., where he has been for a period of four months holding conferences with the I. C. C. on land values. Glad to see you back Aubrey, how did you enjoy that game of golf with Cal?

Will some one ask F. J. Weichbrod, Freight Auditor's Office what sort of bait he used in order to catch that (minnow) pickerel at Fox Lake, Ill.

Elsie Dreher, Freight Auditor's Office has just returned from an extensive vacation and reports lion and tiger hunting a great sport, especially in the wilds of Northern Michigan.

Our friend (Dotengrabber) Geo. Markell, Freight Auditor's Office has just returned from Montana and claims he would rather be a drug store cowboy than the real stuff. Don't blame you George, but would like to know who saddled and bridled your cayuse.

R. J. Thorsen, Freight Auditor's Office, is very anxious to know and would like some one to tell him how to say long legs in German.

Al (Big 4) Larsen, Freight Auditor's Office has promised to supply the Switching Bureau with fish galore on his return from Crivitz, Wis. Where are they, Al? You have now passed us up for the third consecutive year.

Al Seversen, Freight Auditor's Office. What is the attraction at Moon Lake? Put us wise.

On the afternoon of August 7th, 14 girls of the ticket auditor's office gave a luncheon at Starkey's Restaurant at which Mrs. Jessie Hawkins was guest of honor. An exceptionally good luncheon was served and the occasion was one that will be remembered by all those present. Miss Marjorie Quevillon (our boy friend) made an excellent toastmaster and the luncheon and program was enjoyed by all. As an expression of the esteem in which Mrs. Hawkins is held she was presented with an umbrella and other useful gifts.

We all wondered why it was that Helen Rehm, Ticket Auditor's office displayed such unusual Pep every Monday morning and we find out that it is due to the fact that she has been visiting one of the Northern beaches every Sunday and plunging into the cool waters of Lake Michigan. Helen says she enjoys the water very much especially when Art is there.

Sick room bouquets were sent to the following employes by the Employes Association:

Lillian Proehl, Aud. of Expd. Office.  
Alice Douglas, Aud. of Expd. Office.  
Emily Dougherty, Aud. of Expd. Office.  
Myrtle Patterson, Freight Auditor's Office.  
Viola Kahl, Ticket Auditor's Office.  
Eleanor Kehle, Freight Auditor's Office.  
J. L. Ginnane, Aud. Overcharge Claims Office.

# 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.  
Larable 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.

## Boilers

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., 327 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.  
Palk 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, Goller

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.

## Deraillers

Railroad Supply Co., Chicago.

## Draft Rigging

Union Draft Gear Co., Chicago.

## Engravers and Printers

Columbian Ink & Note Co., Chicago (Print. M. & St. P. paychecks)

## Feed Water Heating Devices

Superheater Company, Chicago.

## Floodlights

Pyle National Co., Chicago.

## Flooring Compositions (Hexolith)

Tuco Products Corp., Chicago.

## Flooring Splitting Wood Block

Carter Blockmaking Co., Kansas City Mo.

## Furnaces (Oil Burning)

DeKemper-Blanchford 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)

DeKemper-Blanchford Co., Chicago.

## Lag Screws & Bolts

Am. Bolt Corp., Boss Nut Division, Chicago.

Continental Bolt & Iron Works, Chicago.

## Leather (Imitation)

The Fantasote 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

McKenno 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 Caps

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., (Manufacturing Goodman), Portage, Wis.  
Hillison & Etten Co., Chicago.  
Keogh Printing Co., Edw., Chicago.

Northwestern Printing Co., Milwaukee.

## Provisions

Arnold & Sons & A., Chicago.

## Rail Anchors

P. & M. Co., Chicago.

## Railroad Car Trimmings

Loerschholz Co., Milwaukee.

## Rust Preventatives

DeSoto 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. M. 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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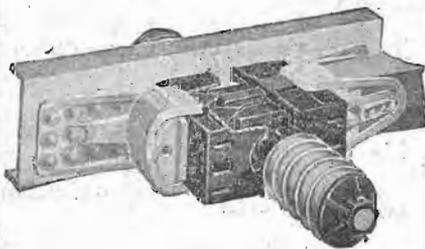
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**Idaho Division  
RCP**

We are very sorry to report the death of Engineer R. C. Mead on August 13th at St. Luke's Hospital, Spokane, where he had undergone an operation. "Doc" was one of the most popular engineers on this division. He had been on runs 16 and 15 between Othello and Avery for many years.

Eugene, 12 year old son of Mr. and Mrs. C. E. Potter of Spokane, fell from a horse on the ranch of John Trunkey at St. John, Wash., where he was visiting and fractured his left elbow. His mother hurried him to Spokane to St. Luke's Hospital where the little fellow is in charge of a bone specialist.

Local passenger trains 27 and 28 now connect at Marengo with No. 16 instead of No. 18 and at Plummer Jct. with No. 17, tying up at Marengo.

The Milwaukee excursion Spokane to Seattle, and return August 8th with round trip fare of \$6 proved very popular. One train of eight cars was figured to take care of the excursionists but it was necessary to run two full trains to accommodate them.

Miss Gertrude Alden of Chief Dispatcher's office was taken suddenly ill recently and taken to Sacred Heart Hospital. She is now convalescing at home and we are waiting patiently for her return to the office.

Business is sure picking up on the Idaho Division. For the first 18 days this month we loaded 300 cars more of forest products than we did for the same period last month.

Zelda Case has a pretty face  
She dresses nifty, too;  
But in her heart  
She has no place  
For either me or you.

"Doctors only admitted."

**Othello**

John Crider has given up his position as car inspector and taken a job braking for Woody Felton.

Tim Linehan has been running on the Warden line inspecting the cranberry bushes near Neppel.

Yard Foreman Donley has been spending his vacation at coast points.

Special Officer Dailey and wife autoed to coast and Canadian points.

N. T. Rider looking after Frank's duties during his absence, also getting acquainted with hay fever.

Car Inspector Wes. Clark returned to work after a short visit in California.

Conductors Little and Keel are in opposition to the woodpeckers at Malden and any building you wish wrecked, call on them.

Supt. Rummel made an inspection trip to this point of late. Nothing escapes his watchful eye.

Baggageman Hopkins is making an effort to lose his money on Seattle in the coast league, but Tom had better put it on Frisco.

**Spirit Lake Shop Notes**

Miss Marie Freeland is spending her vacation in Yellowstone Park. Such news as has leaked out indicates a wonderful time.

Mr. W. E. Smith, our General Foreman, reported the Knight Templars Conclave a huge success.

Martin A. Walsh has been promoted to Night Roundhouse Foreman at Othello. J. A. Frazier is filling his place as Lead man in the roundhouse here.

Mr. G. B. Hutchinson is attending the Boiler Foreman's Convention at Minneapolis and taking a short vacation. J. J. Walker is directing the "air hammer orchestra" during his absence.

The mechanical parts of our new shop air compressor have arrived and we are looking

forward to the time when it can be cut into service.

Miss Martha Colard in addition to having "oodles" of work during the vacation of her "side-kick" had the misfortune to lose her thoroughbred German police dog, Frieda.

Mr. C. A. Chandler, chief clerk in the local store department is reported to have additional outside duties which take him to Spokane frequently.

A new and heavier steam hammer has been installed in our Blacksmith Shop and when our new compressor is properly tuned up to furnish 110 pounds of air Gus Quarnstrom and crew may be expected to turn out rods and draw bars in short order.

Messrs. Sillcox and Williams visited Spirit Lake the first of August. We were glad to have them.

Mr. O. D. Kinsey, Tool Supervisor, is making an inspection of our equipment.

Gene Todd, Locomotive Fireman, rated the magazine section in the Spokesman-Review recently, not upon a fish story, but the most efficient method of digging bait. Bright boy to "out smart" the early bird.

W. A. Smith, Car Department Clerk, is recovering from an appendicitis operation. "Bill" is looking better.

The Dearborn Chemical Company is making extensions to its plant at 1029-1037 West 35th Street, Chicago.

The Company, established in 1887 and well known for its scientific service in treatment of boiler feed waters, used during its earlier years a leased factory at 23rd and LaSalle Streets, Chicago. In 1904 a favorably located tract of land was purchased on 35th Street in the Central Manufacturing District, and a new plant constructed, with provision for future growth. However, in 1921 it became necessary to make important additions to the plant, which have served to the present time.

The work now under construction will add 10,000 square feet of floor space. The building is of concrete and brick. New power plant equipment will consist of two 72 x 18 Return Tubular Boilers with a rating of 185 h. p. each, equipped with automatic feed stokers, overhead concrete coal bunkers of 150 tons capacity, to be filled by conveyor which will also handle the ashes. The 150 ft. stack will be of brick and concrete, and capable of handling 700 h. p., providing for further expansion in the future. A new 16 x 38 Corliss engine will be installed, direct connected to 150 K. W. D. C. 200 volt generator, capable of carrying 25 per cent overload continuous operation.

There will be the necessary pumps and open feed water heater, together with draft gauge, flow meter and CO2 Recorder, and all modern applications. The cost will be in the neighborhood of \$150,000.00. James L. Fyfe, Chicago, is the architect, and Neiler, Rich & Company, Engineers.

The Company has another factory in Toronto, Canada, and selling branches and warehouses in important cities of the United States and abroad. Products dealt in are Dearborn Scientific Water Treating Preparations, Dearborn Lubricating Oils for all purposes, NO-OX-ID Rust Preventive, and Dearborn Cleaners.

# Stifel's Indigo Cloth

Standard for over 75 years

"The white won't weaken"

REGISTERED U. S. PATENT OFFICE  
CANADA AND OTHER COUNTRIES.

MADE IN



U. S. A.



*Dress up in Stifel's Overalls*

"Here's a garment that you can be proud of. It's made of Stifel's Indigo Cloth, the most refined work cloth on the market today.

"Work garments made of this cloth are the neatest and best looking garments of their kind and you can hardly wear 'em out. I wouldn't buy any other kind. Bill, here, wants 'em because he, too, wants good looking clothes to work in."

Railroad men have worn garments made of Stifel's Indigo Cloth for over 75 years, because they have that honest quality and good looks that always make good. To be sure you get Stifel's look for the boot-shaped trade-mark on every garment. Stifel's has been the standard for over 75 years for work clothes.

We are makers of the cloth only.

J. L. STIFEL & SONS, Indigo Dyers and Printers  
Wheeling, W. Va.

Also insist on Pants made of Stifel's  
Pantex Cloth and Children's Dresses  
made of Stifel's Playmate Suitings

*The Stamp of Character*  **MTC**  
*Means*

**Cross Ties *Plus*—**

*Plus*—

That security which has its foundation upon the ownership in fee of thousands of acres of standing timber—

*Plus*—

A stock of cross ties always on hand, assembled with foresight and held in preparedness for those who depend upon us—

*Plus*—

The ownership and absolute control of treating plants where value is added to the natural product, not only through the mechanical and chemical processes involved, but also through the experience, care and business integrity that are an integral part of the seller's obligation—

*Plus*—

A warranty that the product bearing this brand is delivered in accordance with the terms and spirit of our promises and that this warranty survives acceptance by the purchaser—and last, but greatest of all—

*Plus*—

The pride and ambition of all the men who stand back of this brand eager to carry on the good name of a business founded over forty years ago and to make this brand truly a present-day symbol of their very best efforts.

**T. J. MOSS TIE CO.**

**SAINT LOUIS**