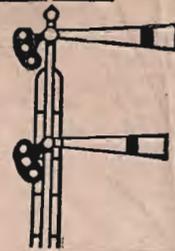
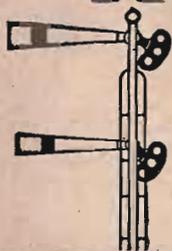
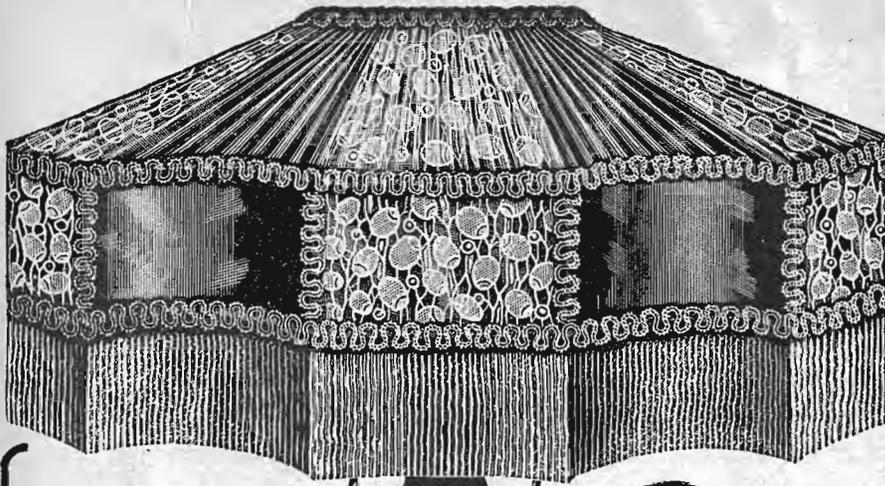


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**JANUARY, 1925**



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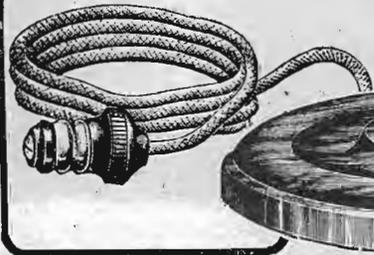
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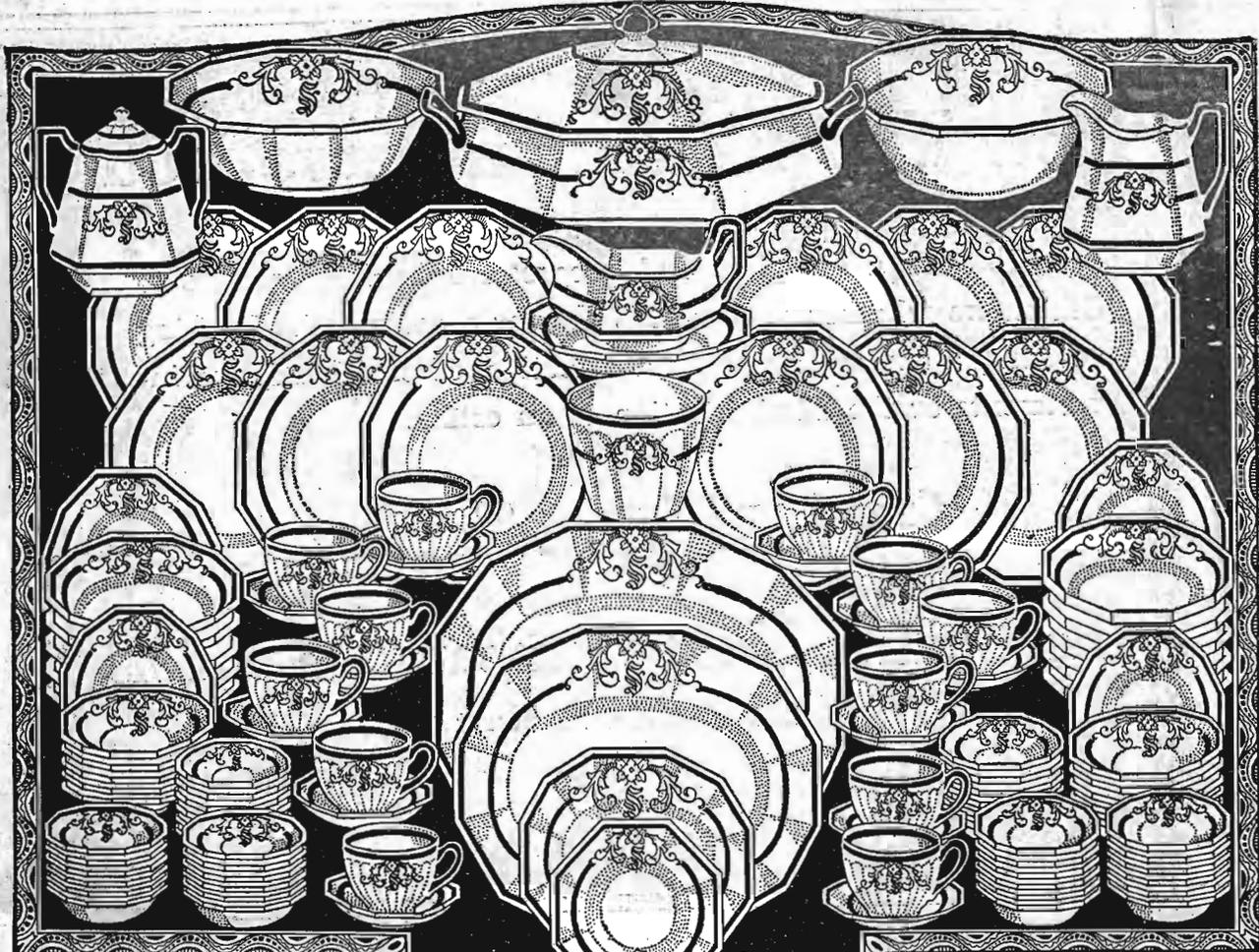
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In Two  
Places on  
Every Piece

- |   |                                    |
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## CONTENTS

Ring Out Wild Bells .....	Tennyson .....	5
Seattle, Metropolis of Puget Sound .....		6
What is a Railroad .....		10
Fuel Conservation .....	R. H. Aishton .....	11
A Complicated Business .....		13
The Washburn Special to St. Paul .....		14
Another Leaf from My Memory Book .....	Will A. Robinson .....	14
Current News of the Railroads .....		15
Sports .....		16
John Gilbert .....		17
How To Save Fuel .....	Wm. Bostrom .....	17
The Bureau of Safety .....	A. W. Smallen, G.S.S. ....	18
Frank Ruseh .....		19
A Charming House .....		19
Claim Prevention .....		20
Sanity and Insanity .....	Will Drake .....	21
At Home .....	Hazel M. Merrill .....	23
The C. M. & St. P. Ry. Women's Clubs .....		24
On the Steel Trail .....		26
Special Commendation .....		45

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## Ring Out Wild Bells

Ring out wild bells to the wild sky,  
The flying cloud, the frosty night;  
The year is dying in the night;  
Ring out wild bells and let him die.

Ring out the old, ring in the new,  
Ring happy bells across the snow;  
The year is going, let him go,  
Ring out the false, ring in the true.

Ring out the grief that saps the mind,  
For those that here we see no more;  
Ring out the feud of rich and poor,  
Ring in redress to all mankind.

Ring out the want, the care, the sin,  
The faithless coldness of the times;  
Ring out, ring out my mournful rhymes;  
But ring the fuller minstrel in.

Ring out false pride in place and blood,  
The civic slander and the spite;  
Ring in the love of truth and right,  
Ring in the common love of good.

Ring in the valiant man and free  
The larger heart, the kindlier hand;  
Ring out the darkness of the land,  
Ring in the Christ that is to be.

—Tennyson

# Seattle, Metropolis of Puget Sound

out of the reach of high tide, assisted by the women and children. 'And then,' said one of the number, 'the women sat down and cried'. Poor women! Is it any wonder? Think of it: the long journey overland, the wearisome detention at Portland, the sea-voyage in the little schooner, and all to be set down on the beach

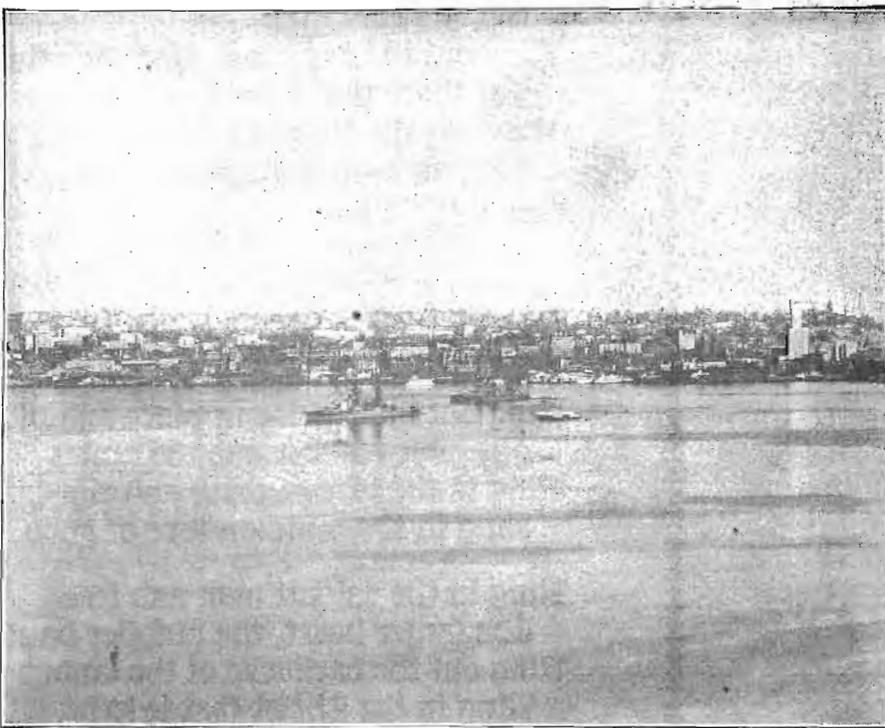
Mr. Hubert Howe Bancroft, Historian of the great "Northwest Territory" avers that the early settlers of the country west of the Cascade Mountains and north of the Columbia River were a people possessed of a firmness not to say obstinacy in the matter of settling where they chose to, and moreover choosing the best there was to be had.

In his History of Washington, Mr. Bancroft says that the Hudson's Bay Company, which exercised autocratic control all along the North Pacific Coast, were trying to induce the "incoming citizens of the United States not to locate themselves north of the Columbia River, as in the partition presently to be made all that region would be British Territory. To the average American emigrant of that day, the simple fact that a Britisher should wish him not to settle in any certain part of the undivided territory was of itself sufficient incentive for him to select that very spot, provided it was not much worse than any other. There must be some special attraction in the direction of Puget Sound, else the Fur Company would not so strongly advise people not to go there". Thus it happened that the "Yanks" trekked northward and found the valleys and hills of the "Sound Country" good to look at and promising as home sites. The first of them came in 1845, but they got no farther North than the fertile Cowlitz Prairie lands in the region of the upper Sound waters. The next following years men came in from far New England; from Dixie-land; from old New York; from the Ohio and the Mississippi Valleys in increasing numbers until there were hamlets and homesteads scattered all about the Cowlitz, Tumwater and Chehalis Valleys and were reaching beyond to the shores of the Sound farther north. Forest clad were hill and vale and shore line and those settlers who had not come west to "farm", were shrewd enough to see the untold wealth in the great upstanding fir trees that reared their mighty crests heavenward and stood in solid phalanx as far as the landscape stretched its magnificent distance; and these men settled where sawmill and forest might co-ordinate to their gain.

The gold discoveries of '49 in California caused a temporary cessation of the northward trek of settlers; but within a couple of years those who had gone south to the gold fields of the Sierras were back to delve for their riches in the timberlands of Puget Sound. With them on their return were many more, who perhaps had struck it rich and pulled out of the mines; or the contrary, and were seeking other avenues of adventure. Settlements had been made along Hoods Canal, and a few bold spirits had cruised onward to Whidbey Island, had dropped anchor there and at what is now Fort Townsend; but it was not until the summer of 1851 that a couple of explorers from Ohio who were proceeding along the east shores of the Sound looking for an advantageous location for a town site, with a view to trading up and down the Sound, landed



The Dockage Facilities at Seattle.



The Famed Seattle Water Front.

at Alki Point, on the west side of Elliott Bay. Here they took up a claim and started a log hut. So pleased were they that they did not wait to complete the building, before returning to Portland for their womenfolk, their goods and chattels.

These two men were John N. Low and C. C. Terry, and upon their arrival back in Portland, they found several other men from the East who were willing to

accept their statement that they had discovered the choicest spot for a great city to be found in the northwest. Among these were David T. and A. A. Denny, later among the chief founders of the City of Seattle. On the 5th of November this party set forth from Portland and arrived at Alki Point on the 13th. Mr. Bancroft states that "they disembarked at low tide, spending the afternoon in carrying their goods by hand

of this lonely inland sea at the beginning of a long winter, without shelter from the never-ceasing rains, for themselves or their babes. . . . It was hard, but it is good to know that they survived it, and that a house was erected which was in a measure comfortable. That house was the first building erected by white men on the shores of Elliott Bay. That win-

tance of the opposite shore; and so the majority of the settlers on Alki Point, again took up their lares and penates and crossed the bay, where they founded Seattle, calling the new town after a friendly Duamish Chief, who stood high in the estimation of the American settlers.

In this connection, a legend comes

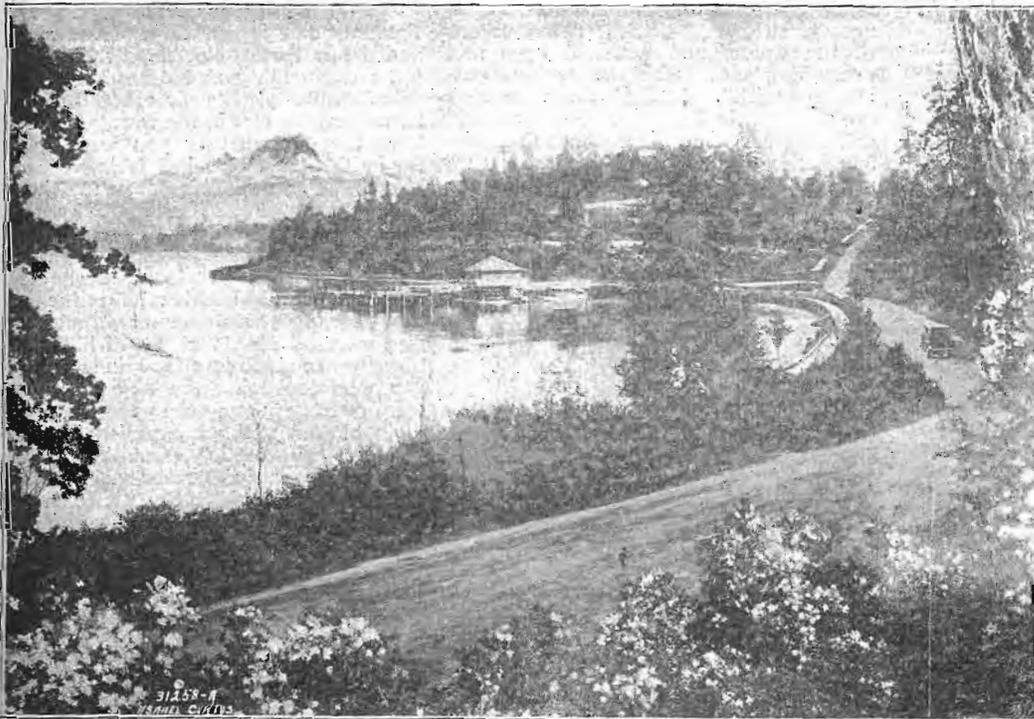
for him, and foreseeing a restless eternity for himself made this a ground for levying a tax on the citizens while living, thus taking his pay beforehand for the suffering he expected to have to endure wandering about, a disembodied spirit, in the regions that knew him as a warrior chief.

Seattle was laid off on the water front, as a town that summer, and in the autumn came another noted character in Seattle's early annals, Henry L. Yesler, who was looking for a mill-site; and his was the first of the saw-mills to be built. Yesler speedily established a trade with San Francisco, and being centrally located on the Sound, it became an important post for sea-farers and way-farers of the Sound Country. The cook-house of Yesler's establishment was long the only hostelry of that region and though only "a dingy looking hewed log building" it was for several years the only place along the east shore where "comfortable entertainment" could be had. A writer of olden days in Seattle, says that "many an old Puget Sounder remembers the happy hours, jolly nights, strange encounters, and wild scenes he has enjoyed around the broad fireplace and hospitable board of Yesler's cook-house". The old place had a varied usage; it was, during the Indian raids, a rendezvous for volunteers; it was a resort of the navy folk who came cruising into Sound Waters; it was used as a Court-House; as a county jail, headquarters, storehouse, hotel, dance-hall and even a church, for the first sermon preached in King County was delivered in Yesler's.

Seattle prospered and grew apace, its location was incomparable, its forested hills rising sharply from tidewater and extending inland to the shores of a great fresh water lake, with several smaller bodies of freshwater, in the same vicinity; and the Duamish River to the south. Timber and the lumber industry was, from the beginning, the little town's source of wealth. The inhabitants, cultivated the cleared land to an extent sufficient for their food supply, but it was many years before their attention could be diverted from the enormous wealth that stood out in plain sight in the great forests to the inexhaustible wealth that was theirs in the combination of rich soil, copious moisture and mild climate. The town as it was first platted stood on the shore, at the foot of the hills, and when it rained, the mud was of incalculable depth and uncomprising consistency, so gradually the settlers leaving the water-front to the ever increasing commerce that was plying up and down the Sound, climbed First Hill and built their homes where they could look down on the dancing tides of Elliott Bay; then they went on up Second Hill and there they could see across the state-



The Business Center.



Lake Washington, Boulevard Drive, Mount Rainier in the Distance.

ter, also the settlers proceeded to lay out a town site, at Alki Point, calling it New-York. But the embryo town did not get far, because some Indians happening around to see what was going on, gave the information that there was a pass-over the Cascades, within easy dis-

down of Chief Seattle. The tribes north of the Columbia had a habit of changing their names whenever a relative died, believing that the ghosts of their dead would return to haunt them if they heard the old familiar names. Chief Seattle, on hearing that a new town had been named

ing the water-front to the ever increasing commerce that was plying up and down the Sound, climbed First Hill and built their homes where they could look down on the dancing tides of Elliott Bay; then they went on up Second Hill and there they could see across the state-

ly firs to the snowy crests of the Olympic Mountains; and after they had surmounted Third Hill, they looked with eyes of mild amazement down on the placid expanse of Lake Washington gleaming through the wooded slopes, and out afar to the ghostly summits of the great wall of the Cascades that barred the eastern horizon with its towering sentinels, Mounts Rainier to southward and Baker on the Northern skyline. If then and there, were not born the vision of a City Beautiful in the minds of those early citizens of Seattle, they were not worthy to be the forefathers of the great metropolis of Washington State and of the entire Sound Country. But born it was and its development has gone on from the small beginnings of the '50's and '60's until the hills, First, Second and Third have expanded to the North and South and taken in all of the region between The Highlands of the Northern section, and the Duwamish River; on the south; its suburbs dot the eastern shores of Lake Washington and reach northward along the wide cement highway almost to Everett; and southward Seattle has recovered miles and miles of tide flats on which its industries and commercial enterprises keep up their busy hum.

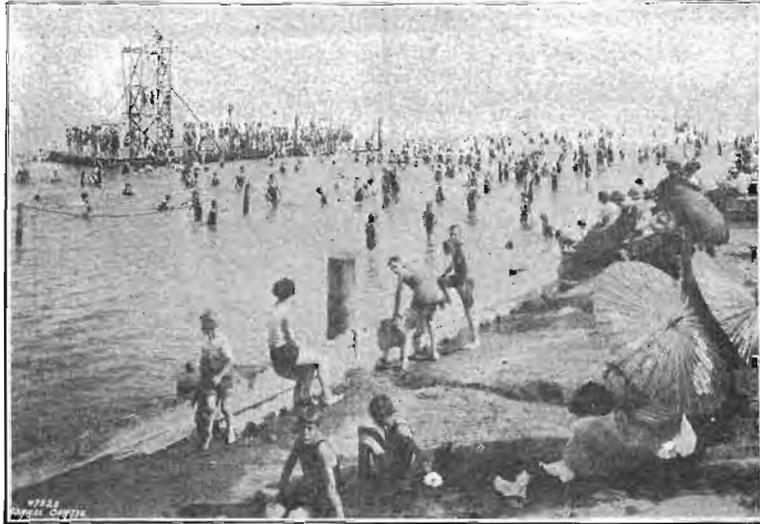
A visitor to Seattle, today, finds a city like, and yet unlike any great, modern metropolis. There is all the thrill of ceaseless bustle; crowds of busy folk hurrying hither and yon; attractive streets, fine shops; splendid boulevards and a very up-to-date, fashionable throng crowding the sidewalks or honking its way through the streets in magnificent motor cars. Intermingled are the countless vans and trucks that make an endless procession through the thoroughfares from and to the business centers. This is all as it would seem in any other American city of its size, but there is a subtle difference in the "atmosphere"; the citizens all look as if they were just about to extend the glad hand to you, a stranger, and to say "Welcome" in one and the same breath in which they ask you how you like their climate. They cordially expect you to rhapsodize forthwith; and they look grieved if you intimate that a possible fly in the ointment is the rain; they painstakingly assure you that you will find it possible to remain out-doors all day regardless of the precipitation, for the rains of the Sound Country, like the Scottish mists are scarcely more than "a bit moist" and if you happen to have left your umbrella behind, why that is only a trifling matter. But seriously, "climate" is what the Puget Sounders may honestly boast of, and Seattle's protected situation adds only in degree but not in kind to the softness of the winds and the "dryness" of the rains,—that is providing the rains are really dry, as the inhabitants loudly proclaim they are.

If you are strolling about in the most densely crowded parts of the business section, be not disturbed if a loud, clanging bell sounds its raucous notes right over your head. It is Seattle's way of telling the world that there is a fire. It matters not to that municipality that the custom of sounding fire-alarms is obsolete in other cities, Seattle was visited in 1889 by a devastating fire which swept the business section from end to end, and from that time on the city dads decree that the news of a fire shall be broadcast on the winds to the uttermost parts, to the end that none shall be

caught unaware; while its swirling fire machines go romping down its avenues to the tune of shrieking sirens and the banging obligato of the alarm bells. It's thrilling, and one of the "sights" of Seattle.

Another unusual "sight" for a big city of today, is the great municipal market. There never were such growing things,—fruits, vegetables and fish and fowl as are produced in Western Washington and Seattle provides for its citizens, huge, sanitary market stands where the freshest and finest products of the earth, air and sea are to be procured without the

limelight and was on its way. Its growth increased by leaps and bounds; and when in 1909 it celebrated its progress with The Alaska-Yukon-Pacific Exposition, it had more than doubled its population in the decade about to close; it had looked into the future and seen a great and substantial city with every attribute that makes for the joy of living; and then and there its municipal sponsors grasped civic problems that would have put a less determined community eternally "on the blink." The hills of Seattle were high and steep and to go from "down-town" to the residence



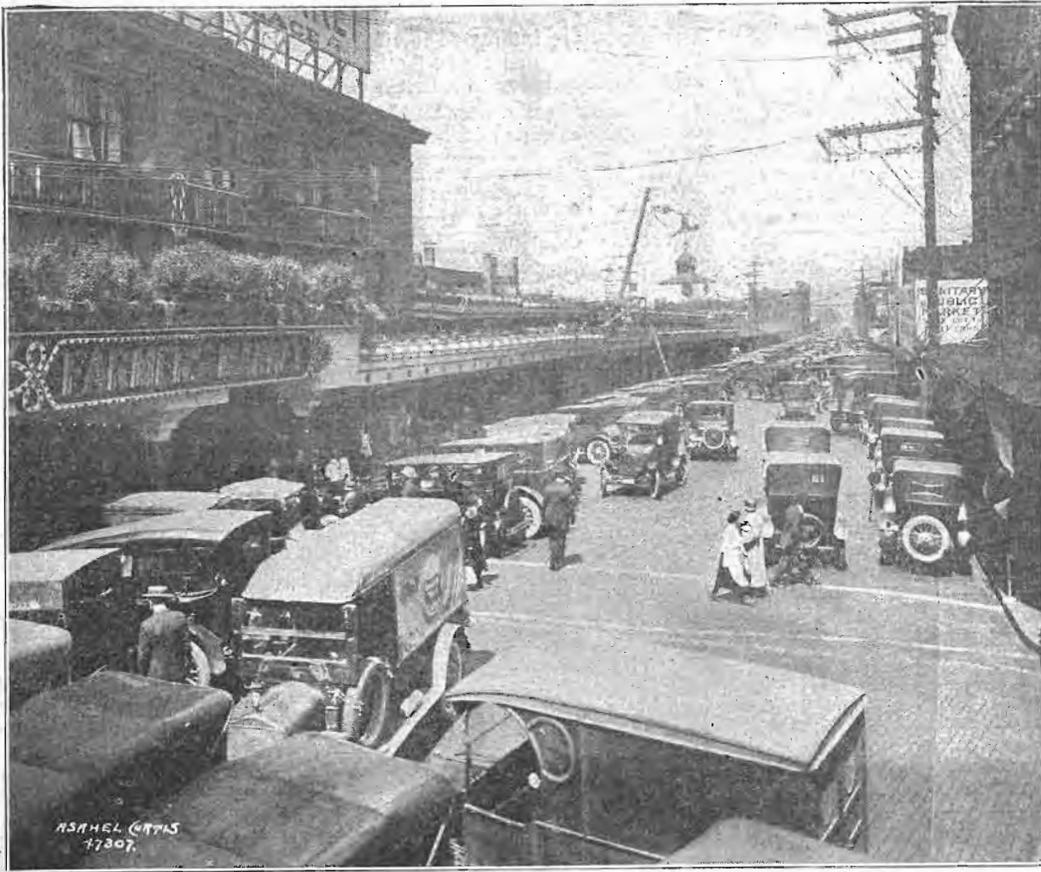
The "Settlers" on Alki Point in 1924.

aid of "the middleman" and as fresh as it's possible to get them; vegetables newly dug and scrubbed to a cleanliness; fruits, fresh-picked; fish just out of the water; and new-laid eggs and everything else "that the curious palate can wish". And to these markets go the Seattle housewives,—those that drive in smart limousines, those that navigate the humble flivver and those that patronize the street railways, together with that vast throng that travel on "shanks mares". They go with basket and bag and they "cash and carry" home.

Forty years ago, say the chroniclers of the city's growth, Seattle had 2,530 citizens, no railroads and no regular steamer service. In 1890, there were 42,000; in 1900, 80,000; in 1910, 237,000; in 1920, 315,000, and by every token, its prognosticators say that in 1930, there will be half a million people calling that city Home. The gold discoveries in the Yukon in 1897 gave Seattle's growth a new impulse, as the city quite naturally became the outfitting point for prospectors and the port to which the gold was shipped. The streets of the waterfront, the docks and steamship offices were teeming and steaming with frantic humans clamoring for passage on the first boat, and to the wharves were moored a motley array of sea-going crafts crowded to the gunwales and to suffocation with men and women "going in" for gain of one kind and another, most of whom never got to the gold fields and many of those who did, never came back to tell the story of their wanderings and their ravings. Seattle's gain was safer and saner than any "spell" cast by the Yukon. It saw its opportunity and forthwith wheeled into the

district, was a hard and often, literally a heart-breaking task; there were some cable lines that jerked the populace up the hills and jerked them down again, and a few daring electric car lines taking an ascending and descending scale calculated to pitch your center of gravity several degrees in the wrong direction according to whether you were going up or down. Seattleites facing the demands of an approaching multitude, voted to "re-grade", meaning by that, to wash its hills down into the valleys and create gentle sloping highways where there had previously been steep declivities and backbreaking inclines. The regrading was commenced and carried on until now, the idea of hills does not enter so much into the minds of tourists who are doing the city by motor, tram or trolley; and even pedestrians can walk abroad without experiencing that peculiar "rheumatic" disability of the legs that formerly attacked visitors after the first day or two in Seattle. The city needed parks and boulevards, and it was characteristic of the dreamers of this City Beautiful, to plan nothing but the finest and handsomest; so its park system with the boulevard links are a long continued stretch of the most wonderful landscaping artfully blended with primitive Nature, which year by year grows more lovely and more wonderful.

Readers of this Magazine, perhaps quite naturally, look to the entrance of The Milwaukee Railway as a red letter day in the history of Seattle; and it was, also a red letter day in the history of the road, for when the Milwaukee Rails were connected up with the ocean avenues to the Orient and the grand new country up in the Alaskan Peninsula, it



Municipal Market.

opened up a varied and inexhaustible wealth from which to draw traffic. The Milwaukee began its career in the Sound Country with new and modern terminals and facilities, sufficient unto the day and for many future days, for it settled on the tide-flats where great development was sure to come; and briefly the terminals consist of yards at Van Asselt and in what is called the Stacy Street District. At Van Asselt, many of the inbound loads are set out, and empties are stored there (when there are any to store). The Stacy Street Yards have the round-houses, yard offices and car departments, this location being favorably situated so far as switching operations are concerned.

The several lines have an agreement whereby the user tracks in the Seattle Terminals are divided into zones and each line is assigned to do the work for all lines in certain zones. We have team tracks located at 1st and Massachusetts Streets, and four of these tracks are so arranged that automobiles, or other freight can be readily loaded or unloaded through end doors of cars. Two of these tracks are depressed and will accommodate about eighteen cars, thus enabling shipments to be trucked or handled from low-bed trucks. There are several water plugs conveniently placed so that if so desired, auto dealers may fill the radiators of new cars and drive them off with little delay.

We have tracks laid under an electric crane of about 15 ton capacity where three cars can be spotted so the crane can reach them. This is a very useful feature of the yard equipment. Our freight house and house tracks, located between Atlantic and Massachusetts Sts.

are conveniently arranged for spotting cars and efficient loading and unloading. The local office force is in the north end of the building on Atlantic Street.

The land on which our tracks and buildings are located was reclaimed from the tides several years ago, the filling being done by dredges pumping sand from the Bay. Hundreds of acres of ground has been and is still being made in this way, and is used for industrial purposes.

Our company own an in what is known as the East Marginal Way track extending south about four miles from Spokane Street, reaching various industries and where there are many good factory sites adjacent. During the war, the Russian Government found it desirable to store engines, cars, rails and other railroad material in Seattle and they rented a tract of about thirty-five acres near the end of this track for storage purposes. They had fourteen miles of track in their yard and three large cranes. We are joint owners of what is known as the Harbor Island Tracks, which lead to the Fislir Flouring Mills, C. H. Lilly Co., Puget Sound Bridge & Dredge Company and Todd Dry-Dock Plants. The Fisher Mill is one of the flourishing industries of the tide-flats, turning out 5500 barrels of flour in the twenty-four hours.

We are also interested in a running track that parallels the water front from Spokane Street on the south to Broad Street on the north, a distance of about three miles. This track enables us to reach 18 to 20 docks and warehouses, including the Port Commission Docks, Grain Elevator and Cold Storage Ware-

house. We also reach the C. M. & St. P. Ry. docks from this track. Pier No. 6 is located at the foot of University Street and the O. S. K. Steamers discharge the mail and passengers from the Orient, here as well as the immense silk cargoes for the east.

Our other dock, known as the Ocean and Sound Dock is located at the foot of Forest Street; our car barge landing and gridiron are located across the waterway from this dock. We have one of the finest tugs on Puget Sound and operate four 12-car barges, and one 21-car barge from Seattle to Bellingham, Port Townsend, Eagle Harbor and Port Blakeley.

The interchange of cars is accomplished with little confusion. The transfer tracks consist of three tracks, the C. M. & St. P., the O. & W. and N. P. Railways, and are located in the Stacy Street district, paralleling the water front track. All cars, loads or empties, for each line are delivered by the other lines to a designated track. In that way, each line knows that cars on their interchange track are destined to them. The G. N. interchange tracks are located in the vicinity of Railroad Way.

There is still a long story to be told about the great and growing industries, the huge commerce and immense jobbing houses of Seattle which keep the wheels moving; and of the wide and rich country that grows and supplies food for half the continent and which brings its produce to the Seattle markets to be shipped everywhere. But the limits of allotted space are now reached, and those things must "belong to another story".

# THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor  
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## What is a Railroad?

It is not a lot of tracks and buildings—owned by a few men far away—operated against public interest.

It is an immense business institution—owned by tens of thousands of men and women—operated by other tens of thousands of citizens for the benefit of the public.

When the country served by a railroad is prosperous, the railroad shares in that prosperity.

The efforts of all connected with the railroad are, therefore, exerted to build up all communities served and to improve their business conditions.

The Milwaukee Railroad has more than 56,000 employes, residing in some 2,000 towns and cities connected by its rails.

These men and women are all employed for the sole purpose of supplying the transportation service required by the public.

Cars are furnished as needed; shipments are moved promptly; passengers are carried safely and comfortably,—through the intelligent co-operation of all officers and employes.

The satisfactory manner in which this railroad has handled the heavy traffic of the last two years proves that the public has profited greatly by the effective co-operative efforts of the Milwaukee organization.

Out of each dollar received last year for this good service the Milwaukee Road paid out 88 cents for wages, material and supplies, taxes and rentals. The remaining 12 cents were barely sufficient to cover interest on bonds, and notes. Returns for 1924 will show about the same results. There was no profit for the Railroad.



Northern Division Engineer Charles Grant. Service Date 1878. And a Clean Slate.

## Things To Think About

If you are interested in the prosperity of your company, here are some thoughts that make good "Talking Points" when you are broadcasting information relative to railroad questions.

Here are some new and interesting figures concerning the average cost of equipment, now and in 1913:

	Present Cost	1913 Amount	Increased Cost Per Cent
Large Freight Locomotives	\$60,000	\$25,000	140
Passenger Locomotives	48,000	22,000	109
Steel Coaches	28,000	16,000	75
Observation Cars	50,000	25,000	100
Baggage Cars	20,000	10,000	100
Refrigerator Cars	3,100	1,650	88
Refrigerator Express Cars	1,500	2,000	125
Box Cars	2,400	1,200	100
Flat Cars	1,800	900	100
Cabooses	2,900	1,200	141

No one knows the meaning of millions and billions. In describing railroad tax payments, therefore, it is well to reduce the large amount to so much a day, hour or 30 minutes. Here are the Class 1 tax payments in 1923 and part of 1924:

	Amount	Average Per Day†
Year 1923	\$336,236,268	\$ 921,195
Nine months 1924	254,617,852	929,262
September 1924	33,586,622	1,119,554

## Talking Points

A comparison of condition of British and American workers has been made by the London Daily Mail, followed by a discussion of why American workers are infinitely better fed, clothed and housed. Quoting from the article this is found:

"The assertion that America's wealth belong to the few, that the high cost of living counter-balances the high wages prevailing, is incorrect. The white population of the Republic is a little more than twice as large as that of this country (England). However, the United States has not merely twice the number of telephones and motor cars that there in this country, but has fifteen times as many. To every three families there are two telephones and two motor cars. Millions of unskilled workers have not only roomy houses which belong to them, but have a telephone, a motor car and other luxuries of which English workingmen scarcely dream. Before the war England's savings came to about 400,000,000 pounds a year. Although the American people are terribly extravagant, their savings are estimated to come to 2,700,000,000 pounds a year. (An English pound at present is equal to about \$4.47 American money.) If we add the expenditure on And to this great prosperity of the masses, and not to the position in the garage, etc., the motor car expenditure last year exceeded 1,000,000 pounds. concentrated wealth of individual capitalists, is attributed the foremost world which the United States occupies."

## TENTATIVE VALUATION

On the basis of the Interstate Commerce Commission's finding as of Dec. 31, 1919, with net additions to property investment since, the estimated valuation on Dec. 31, 1924 will be about \$20,262,000,000

### STOCK AND FUNDED DEBT (Not owned by railway companies.)

December 31, 1923.	
Stock	\$ 7,392,000,000
Funded Debt	10,388,000,000
	\$17,780,000,000
Estimated Increase in 1924	500,000,000
Total Dec. 31, 1924, estimated	\$18,280,000,000
Per cent of stock and funded debt to valuation	90.22

The foregoing shows that the tentative valuation is nearly 2 billion dollars more than the stock and funded debt. That is to say the figures show that, in spite of the charges repeatedly made that a large part of the outstanding capital stock of the railroads is so called "watered stock," the total of all stock and funded debt outstanding is not as much by about 2 billion dollars as the value of the roads found by the Interstate Commerce Commission in 1919, with net additions since.

What might eventually be the situation in America should the plans and policies of Socialistic forces prevail, as represented in the recent political campaign, is shown in an authentic report describing the wage scale imposed upon the working people of Russia by the Soviet government. The report was printed in the Chicago Tribune, Sunday, November 16th. It follows:

The wage scale per month has been here converted into dollars, at the approximate current rate of 51 cents for 1

ruble, and follows in part:

Accountant, \$28.22 to \$35.44. Blacksmith, first class, \$13.13 to \$14.18; second class, \$10.50 to \$11.55; third class, \$7.35 to \$9.45. Bookkeeper, \$15.75 to \$25.20. Carpenter, first class, \$13.13 to \$14.18; second class, \$9.45 to \$11.55; third class, \$7.35 to \$9.45. Clerk, \$7.35 to \$14.18. Cook, first class, \$10.50 to \$13.13; second class, \$8.40 to \$9.45. Doctor, \$42. Electrician, \$9.45 to \$14.18. Electrician chief, \$15.75 to \$25.20. Fireman, first class, \$11.55 to \$13.13; second class, \$8.40 to \$10.50. Foreman carpenter, \$14.18 to \$17.64. Foreman construction, \$13.13 to \$14.18. Foreman labor, \$9.45 to \$14.18. Foreman machine, \$14.18 to \$15.75. Foreman maintenance, \$13.13 to \$14.18. Janitor, first class, \$11.55 to \$15.75; second class, \$7.35 to \$10.50. Laborer, \$7.35 to \$8.40. Mechanic, first class, \$13.13 to \$15.75; second class, \$10.50 to \$11.55; third class, \$7.35 to \$9.45. Painter, first class, \$10.50 to \$11.55; second class, \$8.40 to \$9.45. Typist, first class, \$20.21 to \$25.20; second class, \$11.55 to \$17.64.

# Fuel Conservation

## An Address Before Last Annual Convention International Railway Fuel Association

By R. H. Aishton, President, American Ry. Asso.

The future destinies of these railways, in a very large measure, depends upon the gauge of the public as to whether the railroads are efficiently and economically managed. Fuel is one of the great items of expense entering into operation, and in the action that you recommend, not only in your discussion here in this meeting, but afterwards when you go home, in following up such recommendations lies, in my opinion, very largely, the future destinies of the railroads.

What is your problem? When you look at this fuel proposition it is a startling thing. The figures are so vast, they are so great that it creates an idea of an unlimited supply of little value.

Last year the railroads handled the largest business ever handled. In moving this abnormal traffic there was used 146,500,000 tons of fuel, that is taking in the fuel oil also, equated so as to reduce it to tons of coal. I took a pencil this morning to try to draw a picture of what that meant; fifty tons to the car, a 40-ft. car, would make a train 20,500 miles long to carry all the coal the railroads consumed in the year 1923. Ninety million tons of that was used in moving freight service, thirty-two million tons was used in moving passenger trains, and the other 24,500,000 tons was used in switch engines, and in the caboose stoves, stationary engines and other ways with which you are familiar. That makes a rather imposing total, and when you figure that five hundred and seven millions of dollars is what the railroads paid for that coal, averaging about \$3.46 a ton, you get some idea of the magnitude of the problem that you are to consider and endeavor to make an improvement in.

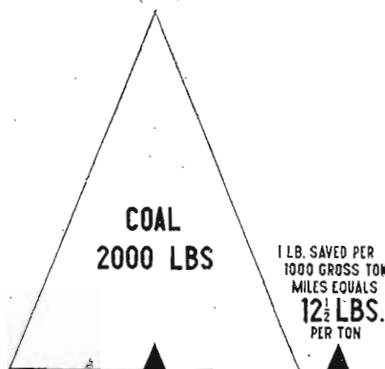
Now you know what the general measuring stick on the railroad is, the cost of moving a gross ton one thousand miles or a thousand tons one mile. It took 160.2 pounds of coal to move one ton, gross, freight a thousand miles, in 1923. That was pretty good. That was a lot better than it was the last time I talked to you. You probably all remember when that was. At that time I held a very exalted title, had a government uniform on and went over to the Grand Opera House and talked to you about our boys in France, our duty as citizens, and urged saving coal, and you all went out and did the job. In 1923 you did a great deal better job than you did in that war year. As a matter of fact, you folks by your methods and the railroads by their methods managed to make a reduction in 1923 from the year before of 2.8 pounds, and 1.8 pounds under 1921, so you really are making progress all the time.

Now what is the answer for the future; what can I suggest? The only thing that is in my mind is this: Last year the railroads got together and agreed on certain things in a program to provide adequate transportation. Among other things they agreed to move a car a mile more a day. What did that mean? It meant adding 80,000 cars, automatically, to the equipment of the country. They agreed to try to get the

shippers and themselves to load a ton more in the car. What did that mean? It meant automatically increasing the available car supply in the country 100,000 cars without spending a dollar.

I am just going to try to say something that will start you on some such program regarding fuel and see if we can't work it out, and I don't know of anything better than to get right down to a little thing like a plain, ordinary lump of coal. I have in my hand a piece, it weighs just a pound. On pound of bituminous coal. It doesn't look like much. Most any of you would pick it up and throw it at a stray dog on the right of way, and yet in saving that one pound of coal intelligently, and as applied to the one thousand gross ton miles, and persistently followed up, lies, in my opinion, the answer, and a satisfactory answer to this fuel problem. You know it would mean much in dollars and cents if you would just save that little piece of coal every time you move a thousand freight ton miles over these railroads. Provided you move the same number of ton miles that you did in 1923 it would mean in the course of a year just in freight service alone a saving of 561,987 tons of coal; in passenger service, if you applied that same measure of saving, you would save 200,000 tons of coal; in stationary boilers, switching, etc., it would save 153,000 tons of coal, a total of about 900,000 tons of coal, I think it is. I can't add very quickly, but in dollars and cents that would mean a saving of three million one hundred and sixty-five thousand dollars a year. Can you do it? There is no doubt you can if you go after it.

**SAVE 1 LB. OF COAL = \$3165.000 PER YEAR**



I have had a little chart prepared here. (Figure 1.) It isn't much to look at, just something like the Pyramids of Egypt. The big pyramid represents a ton of coal. It is drawn to scale to indicate comparison with what you are asked to save; but if you were to save that little pound of coal on every thousand tons, gross miles, proportionately, through all the service it would be represented by that little wedge there (indicating). That is the proportion, I haven't reduced it to percentages; and all I want to say is that if you will just get the point of that wedge in there, and then when you get through with this meeting, determine

how you are going to do it, and then when you go home get your managements and the other two million of men on these railroads that have to do with the saving of coal—and pretty nearly every man on a railroad can do something about it, and you get those two million men pushing on the back of that wedge, you will not only get that wedge in place, but you will get in there in thirty days, and you will start in the next thirty days on another wedge.

You may say this is cheap talk, our Association has heard lots of that before. You have. How are you going to save that pound of coal? We hear a good deal about scientific investigation today, and development of methods and appliances for bringing about wholesale greater economies in fuel, and while they may and do, no doubt, possess great possibilities, in my opinion, we must take cognizance of this fact, that they all have one present vital disadvantage, and that is briefly expressed in the term capital expenditures. Capital expenditures depend on the earning power of a railroad, and unless the necessary capital can be secured on reasonable terms, and this is in turn dependent upon the net revenue of the railways, it is absolutely futile to talk about large capital expenditures until conditions improve, although we may all know that such expenditures might produce a good return. Furthermore, don't overlook this fact: in the last two decades practically every known appliance for producing economy has been installed on new locomotives, and to a very large extent upon the larger locomotives as they go through the shops, and while I won't undertake to say what the total capital expenditure has been, on the matter of superheaters alone it has been over \$125,000,000.

In 1923, this last year, there was programmed and being installed, and I presume were installed, superheaters to the value of practically \$7,000,000 for this one item alone. In addition to that large amounts of capital have been put into brick arches, stokers, coal breaking appliances, self-closing firebox doors and all the appliances generally that it is claimed add to economy, besides liberal installations of numerous devices not yet proved but which may lead to economies in labor costs.

I think we have now got to a point, and that is what I am going to suggest, whether we should not particularly apply ourselves to the situation as it is today, as it is with the tools you have got on hand, and by the application of knowledge, initiative and a desire to bring about accomplishment get an immediate result out of these vast capital expenditures. For example, the Mechanical Department—I am not going to dwell very much upon what the different departments do. You have got some of the finest papers coming before you that I have ever read at any meeting.

I don't know much about back pressure. What is it? You all know what back pressure is. I do know something about an automobile. I have one, and I know what carbon in the cylinder means, and I know when I have got carbon in the cylinders I am burning more gas than I ought to, creating less power than I ought to, and bringing about general dissatisfaction. Isn't back pressure something like that? As I understand back

pressure, it is the inability of the steam when it has done its work in the cylinders, to get into the stack and get out of it into the atmosphere. Is that it? I think that is a homely expression of it, but that is what it means. That may mean a whole lot of things, possibly poor design of exhaust ports, passages and nozzles.

Railroad locomotives in Europe, a large number of them, are fitted up with a back pressure gauge, located right in front of the engineer, indicating how much back pressure there is, and if it is too high it is his job to lengthen or shorten his cutoff or take other measures—I am not an engineer, but he has in his hands the minimizing of this trouble, I am not advocating the installation of back pressure gauges on locomotives, but I am indicating that it is altogether possible that if the feature of back pressure were carefully analyzed and a remedy devised, you might find the pound of coal there.

There is one among many things in the Operating Department that appeals to me right now, and that is this reclassification or preclassification of trains. I don't know how generally that is being done; preclassification of trains means any one of a half-dozen things. Some people call it the "main tracker" that makes up a train at one end of the road and takes it just as far as you can to the other end of the road without switching any cars. Some apply it where there is very heavy loading and they switch the orders or the shipping tickets at the coal mine or big industry, so that when a string of cars pulls out of the mine or industry the switching to be done ordinarily has been brought down to a minimum; and in place of having 25 or 30 cuts on a 60-car train when you may not have any; or you might cut down to two or three. It is possible, in my judgment, to find that pound of coal, or part of it at least, right on your switch engines.

Further about preclassification. I got that idea—I knew something about it, but I got that idea from reading a paper written by W. L. Richards of the Union Pacific Railroad at North Platte. It is one of the best things I ever read in all my life, from a practical standpoint. I bring it up here to ask what use do you make of these papers? Do you really take them to heart? Do you really get right down to the substance of them?

How about the standby time at engine terminals? We know what standby time is. An engine comes out of the yard. It isn't wanted, or something that was wanted on the engine isn't there. Result, engine stands still. Everything that makes a locomotive stand still uses fuel to no purpose, and every effort made to prevent a locomotive from standing still will save fuel. Is there an opportunity there? I don't know. I have heard a good many people say there is a pound of coal right in that.

I just read a paper the other day in the Locomotive Engineers' Journal in which they spoke about this standby time. It was claimed that it was responsible for 24,000,000 tons of coal a year. Well, that is a lot of coal. I don't know whether they are right or not, but it set me thinking as to whether or not there was something in it, and I believe there is.

Improved locomotive terminals are more than mere mechanical contrivances offering means for reducing the cost

of handling locomotives at the end of their run and conditioning them for the next run. They are operating features. Every hour that you can save for a locomotive at a terminal is that much to the good, not only in the actual saving of coal but in the use made of the locomotive investment. I will venture the assertion that in this one item alone you can pick up a part of that pound of coal I referred to. I don't know of any subject that will be more productive of useful information than a close check of means and methods, particularly the latter, to bring about a more intensive use of locomotive investment. This goes into everything, goes into the management of ash pits, shaking of grates, etc., and the desire on the part of everybody and every department to keep this locomotive moving, because when the locomotive is standing still it is not only the investment in the locomotive but a lot of other investments that are non-productive.

The yard as I have always seen it wants engines ready whether the trains are ready or not. The roundhouse always wants time. There is a direct conflict of interests and calls for co-operation. If I were to offer a suggestion it would be that the clerk of the yardmaster and the clerk of the roundhouse foreman get their heads together, put this pound of coal in front of them and through co-operative action get the answer. You will save the pound of coal all right.

It isn't all the engineer and fireman by a long shot in this problem of saving coal. I have a suspicion that a more general use of the "19 Form of Train Order" would have a pretty direct effect on the coal pile. Anything that you can do to keep a freight train going, instead of stopping, means the saving of fuel.

One of the greatest means of bringing about a betterment is through the exchange of ideas, such as is brought about through a meeting of this character. If some fellow has an idea as to some better way of doing something for his own good, for the good of the railroad he serves and particularly for the benefit of the entire railroad situation he ought to make it known. If there is anything in it you men ought to be big enough to recognize it and go home to your managements and try to get it going. I know the temper of management well enough to know that anybody that has any proposition that will save a pound of coal, and particularly if connected with it they don't have some ideas about large capital expenditures being the only remedy to bring it about, they will meet with a very warm hearted reception.

You have had in the past years papers without number from scientific bodies, from our great universities, from technical and practical experts, and the latest development was a series of most excellent papers brought out by a competition inaugurated by your association, and in those papers practically every phase of this fuel subject has been covered.

It would be useless for me to stand up here this morning and tell you of the things that have been written, and which you have read on all these various matters. Just get out of your head that it is a big problem—it isn't; just get out of your head that it is wholly a scientific, technical problem—it isn't; all the science and technique in the world is powerless alone and without back of it the deter-

mination to do the job right; just get out of your head that it is Bill Jones' problem—it isn't, it is your problem. Just get into your head that in this pound of coal, and in your personal relation to it, lies the answer to the question. Having made up your mind that it can be done, don't, at the end of this meeting, simply pass a set of resolutions and go and forget all about it, but remember there are two million other railroad employes in this country to whom it will be your job to get this message. Go home and tell your management about it, tell them you believe in it, if you do, get them behind it and I will predict that when you next have a convention of this association that you will find you have made definite progress and you will be able to point with pride to what you actually have accomplished.

#### Veteran Roadmaster Retires.

When Wm. Hickey, Roadmaster on West Madison Division, retired from active service October 1st, 1924, he terminated a service for this Company which extended over a period of 53½ years.

Mr. Hickey's experience as a railroad man is comparable with the experiences of most railroad officials, who succeed in that he spent practically all of his life in the service of the company and that he began his career at the bottom of the ladder, but by hard work, attention to details, plus a pleasing "Irish" personality, he was promoted from section laborer, section foreman, extra gang foreman and finally to roadmaster.

He began his railroad work as a section laborer at Northfield, Minn., April 9, 1871, at 16 years of age; in 1877 he was promoted to section foreman at Owatonna, Minn.; in 1881 he handled an extra gang on the grading and laying steel on the Cannon Falls Line between Northfield and Red Wing, and during the summer of 1882, he had charge of an extra gang laying steel on the "Short Line" between St. Paul and Minneapolis; in the summer of 1891 he was transferred to Austin, Minn. as Asst. Roadmaster; in Sept. 1895, he was promoted to Roadmaster on the Wisconsin Valley Division, coming to the Prairie du Chien Division in June 1900.

Mr. Hickey states that his position as Roadmaster on the Prairie du Chien (Madison) Division was the best position he ever held until the company purchased the LaFarge Line (washouts thrown in).

His career has been a long eventful one, spanning a period from the days of the "old wood burners" to super-heaters and electrically driven engines. Few men have contributed as large a part in the development of "The Milwaukee Road", as we know it today, as Mr. Hickey.

Employees of the Madison Division will miss his sparkling wit, his willingness to assist others who do not know the game as he knows it, and his helpful co-operation in many ways.

He has retired to his home at Prairie du Chien where we wish for him many more years of retrospection and a rest which he has well earned.

#### The Curbstone Philosopher Says:

According to a fashion note, men's styles will be plain this fall. But last winter's overcoat will prevail in many places.

# Happy New Year To All



Number of Employees, 56,000  
Payroll \$83,000,000

## A Complicated Business

11,000 Miles of Railroad in 13 States  
Paying \$9,000,000 Taxes Yearly

The operation of a large railroad is a complicated business. Those in charge must be thoroughly familiar with many trades and professions.

On the margin of this page is shown a number of the classes of work that come under the supervision of a railroad executive.

When all work together harmoniously good service is produced and the public is pleased.

If those engaged in some branches of the business fail to cooperate there is poor service or expensive operation.

Our patrons who ship via or ride upon Milwaukee trains are interested not alone in the duties performed by the Engineer and Conductors, Firemen, Brakemen, and Flagmen.

They are also interested in the proper performance of the duties of Train Dispatchers, Track and Bridge Maintainers, Signalmen, Electricians, Locomotive and Car Repairers and Inspectors, Switchmen, Station employes, and a host of others whose coordinated activities produce Transportation.

Rail transportation is comparatively new among the industrial sciences—less than one hundred years old—but the cumulative experience of men in this business has been of especial advantage to the citizens of the United States.

It has made possible the productive development of remote regions and the establishment of communities far inland. Without rail service the growth of the country would still be restricted to communities clustered about the coasts, the lakes, and the water courses.

While the United States has less than one-fourth of the population of the continent of Europe, our citizens have the benefit of more miles of railway than have the peoples of all Europe.

The charge for freight and passenger transportation in this country is much less than in those foreign lands—although compensation of railway employes and other operating costs here are much greater.

American railways contribute largely to the national welfare in the purchase of materials and supplies as well as in the payrolls for employes.

These things are stated merely to call to your attention the fact that the railways are conducting their complicated business in a manner entirely beneficial and helpful to their patrons and to the public as a whole.

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

Number of Employees, 56,000  
Payroll \$83,000,000

Conductors  
Engineers  
Chemists  
Trackmen  
Machinists  
Repainers  
Architects  
Dispatchers  
Masons  
Blacksmiths  
Brakemen  
Firemen  
Painters  
LINEMEN  
Clerks  
Bricklayers  
Machine Operators  
Foremen  
Boilermakers  
Molders  
Upholsterers  
Baggage-men  
Chefs  
Sheet Metal Workers  
Siamiths  
Watchmen  
Motor Operators  
Pumpmen  
Plumbers  
Police  
Electricians

Civil Engineers  
BUYERS  
Safety Inspectors  
Bridge Carpenters  
Sawyers  
Examiners  
COOKS  
Ice House men  
Iron Bridgemen  
Yardcrews  
Drs.  
Fuel Experts  
Stewards  
Steamfitters  
Hostlers  
Accountants  
Examiners  
APPRENTICES  
Porters  
Stationary Engineers  
TRUCKMEN  
CAR LEANERS  
Scale Inspectors  
Cashiers  
Freight House men  
Car Distributors  
Laundry Workers  
WAITERS  
Coppersmiths  
Shan Barber  
Attorneys  
Phone Operators  
TRAFFIC SOLICITORS  
Ticket Agents  
AUDITORS  
Fire Prevention Inspectors  
Sleeping Car Conductors  
Restaurant forces  
Car Collectors  
Supervisors  
Gatemmen  
Adjusters  
Investigator  
Cooling Plant Operators

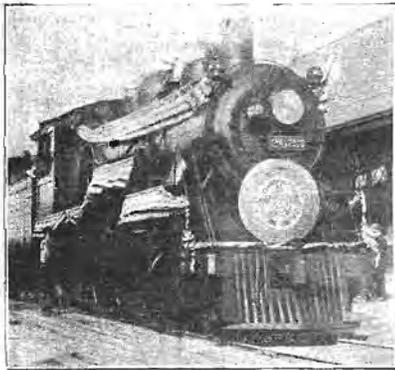
Switchmen AGENTS

**The Washburn Special To St. Paul**

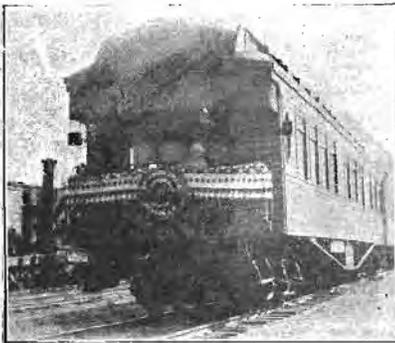
(The event here detailed was at the time of more than passing interest to the people of Madison, South Dakota and vicinity, and through some unexplained mystery of the mail service, it only recently came to the Editor's desk, although apparently it was forwarded in due season from the sending office. Editor).

The Washburn Special to St. Paul was operated out of Madison, South Dakota, September 15th, 1924, to handle the delegates from Madison, S.D. to the American Legion Convention.

Frank Washburn, Car Foreman, at Madison, was appointed Chairman of the Transportation Committee for Eugene McKibbin Post, American Legion and with the help of others of that committee, meetings were held at Artesian, Howard, Winifred, Flandreau, Egan, Colman, Wentworth, Ramona, Oldham, Nunda, Rutland and Madison for the purpose of securing the required quota to make up a special train.



Engine 2027 Ready for Washburn Special Run



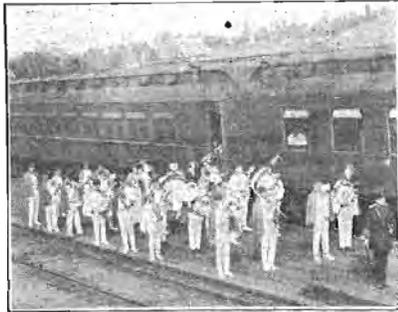
Leaving Madison, S.D.

The results were most satisfactory and the special carrying 150 Legionnaires left Madison, routed via Austin, the former home of Mr. Washburn; and the friends of his old home town who were on hand to greet him and the special were thrilled when the train backed into the station displaying at the rear, an electric sign bearing the title "Washburn Special". "We think a lot of him out there," said the commander of the McKibbin Post, "and when we arranged for the special we decided we would stop in Washburn's home town. This is the only demonstration we are making on the trip".

The Washburn Special unloaded a snappy band and the delegates fell in behind the organization. Dressed in purple and white uniforms, the band made an impressive appearance as it swung down Bridge Street and paraded from the Milwaukee Station to the Court House Square where a brief concert was given before the delegates started back

again to board the special before it was time to pull out. The music was punctuated by the noise of cannon which the post had rigged up and which was carried by one of the delegates. Blank shells were used. Eight posts were represented among those that went through on the special, which was one of only two sent to the convention from South Dakota.

Those on the special were loud in their praise of the Milwaukee Service and are now enthusiastic boosters for the Milwaukee Ry., on every occasion. Some idea may be had of their enthusiasm from the fact that they did not wait until their return to Madison to order a special for the Legion Convention at Omaha in 1925, specifying the C. M. & St. P. as the official route.



Washburn Special Band.

Following is a copy of a letter written by Post Adjutant Henry Heinz to General Passenger Agent Haynes:

Eugene McKibbin Post No. 25

The American Legion  
Madison, S. Dak., Sept. 25th, 1924.

**Another Leaf From My Memory Book**  
*Will A. Robinson*

Some of the "Vets" have asked me to turn another leaf in my "Memory Book" and I am glad to do it. I have many remembrances stored away that may be interesting when brought to the light again; and perhaps give the trainmen of the present generation some further idea of the primitive methods their fathers and grandfathers had to contend with in the railroading of the past. We old trainmen of the yesteryears knew the hardships of the link and pin couplings; wood burner engines; single track and early-day time card rules. There was one rule overlapping them all which we know by heart and that we frequently had to use,—"In case of doubt and uncertainty, take the safe side,—trains may be following you at all times". It was all in the game, and we were used to it, and it did not take us long to act in an emergency. . . . one just comes to my mind. . . . I was coming east on No. 4, Lax Division, leaving LaCrosse about 2:40 A.M.; we were on time at Leroy, now called Oakdale, the station midway between Tomah and Camp Douglas; it was in the dead of a hard winter, along in '73 or '74. I was brakeman for "Uncle Todd" who himself had been a brakeman on the old Watertown Road when it only ran from Milwaukee to Watertown; and on which our old beloved and honored "Hub" Atkins had been a conductor. The cold was intense, way below zero with heavy snow; the pine trees loaded with snow, looked beautiful, but we had little time in which to revel in the beauties of nature; because in heading into Oakdale the old wood burner sounded

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

Dear Sir:—

Eugene McKibbin Post No. 25 of the American Legion of this city wishes to extend its heartiest thanks and express its appreciation for the excellent service afforded us by the C. M. & St. P. Railway in providing us with a special train to the American Legion Convention at St. Paul recently. The seating capacity of the special was ample and the observation car service and the Dining Car service was heartily appreciated by the boys.

We wish to commend the efficient manner in which Steward William Olson of Dining Car 5131 and L. A. Barger of Cafe Car Waubesa handled the service of the members of our delegation.

We wish to commend the efforts of the following Milwaukee employees of this city: Frank Washburn, Car Foreman, who secured our guaranteed number largely through his own personal solicitations; Faye Crabbs, Ticket Clerk, who handled the details of the tickets in a most prompt and efficient manner; H. G. Gregerson, Station Agent, who co-operated with us most successfully the accommodations and the particular members of the train crew that we desired: Walter Coppin, Conductor, for the efforts he put forth for us in securing the desired equipment and all members of the Operating Department of the S. M. and I. & M. Divisions, who had to do with the handling of our train.

We found all the employees of the Milwaukee Road uniformly courteous and the runs were made without a hitch. We are looking forward to a special for Omaha next year.

Sincerely yours,

Eugene McKibbin Post No. 25

(Signed) Henry Heinz,  
Adjutant.

the familiar and inspiring toot which meant down brakes. We brakemen never could be far away from the front seat, because we were always expecting that emergency call to duty. Both my partner (Walter Deming) and myself sprang for our two brakes and swung around and "down" for keeps,—to the last notch. The brakes were good ones and held well. In passing, I recall that sometimes a rusty brake chain on the brake rods would break off a link and the train would shoot ahead a little farther as we lost the use of that particular brake. The cause of this particular call for "brakes" was that in looking out and ahead of the steam and smoke, the engineer saw a long freight train headed west, dead stalled with their rear end just cleared clearing the west end of the side track at Oakdale. They had been O.K. when they had pulled through on the main line to stop and back into the side track to clear No. 4; but when they started to back they found they could not back in, the engine suddenly being disabled around the piston, cylinder head or valves or something of that sort. Well, did we wait there, call the agent out of bed to wire Portage or LaCrosse for another engine to pull them into the side-track, thereby possibly making No. 4 several hours late into Chicago? No indeed, not when old man Todd was on deck. Of course the old cow-catcher pilot bars could not be coupled together on engines facing each other, so Todd called out "you two fellows get the axe out of the baggage car and climb over those snow-drifts to the woods and cut down a sapling about four inches through; make it about six feet long". No sooner

said than done and we were back, climbing over the heavily crusted snow drifts in fifteen minutes, dragging our tree. Tod said "Put one end in the pilot draw head of our engine and hold the other end tight inside of the freight's engine; give her steam and you'll soon see us back that freight into clear if our old mill can pull both trains on this level track and not have to uncouple our engine". As quick as our engineer gave her the steam, she backed that freight into clear without ever slipping on the drive wheels, stopped, backed up, shut the switch, called out "good-bye" to the

freight train and we were off. We took in a full tank of wood at New Lisbon, and another at Kilbourn, which by-the-way, we brakemen had to heave on which you may be sure, never gave us time, in those cold, "old-fashioned" winters of the '70's, to get sleepy during the night runs. We had, also, to stoke up our old box stoves between stations to keep the passengers warm; pick up the wicks in our old signal whale-oil car lamps and lanterns; see that our bull's-eye tail lights were always burning brightly; very frequently cool off sand, jack up two or three red hot journals

during the night; put in new brasses where the babbitt metal had been burned out or the brasses broken, together with plenty of emergency duties that were likely to arise during the run. In concluding this narrative, I will say that to the best of my recollection No. 4 headed into Portage on time, where we called out "twenty minutes for breakfast" in the very best eating house in the United States, the old Fox House.

Passengers paid 50 cents a meal, train men 26 cents. Our pay was \$45.00 a month and we were happy amid all the joys and dangers of railroad life.



## FARMER'S DOLLAR TODAY WILL BUY APPROXIMATELY SAME AMOUNT OF TRANSPORTATION AS IT DID IN 1913

### Rise in Farm Prices Also Helps His Purchasing Power in the Case of All Commodities

The relationship between the wholesale prices of various groups of commodities, including farm products and freight rates, were closer in October of this year to what they were before the war than they have been at any time since. This means that the purchasing power of the farmer's dollar has not only increased over its power of two or three years ago, but that it is practically the same as it was in 1913.

These facts are seen in the current figures of the Bureau of Labor Statistics which show that taking 1913 values as 100, the wholesale value of farm products in October of this year was 149.2. The value of all commodities is represented by the figure 151.9, and the average freight rate per-ton-mile 152.4.

This means that as a result of recent advances, farm products now have 98 per cent of the power to purchase other commodities that they had in 1913. The increase in the average wholesale price of all commodities is 99 per cent of the increase in the average freight rate, which means that taking commodities as a whole and the country as a whole, all commodities at present wholesale prices will buy 99 per cent as much freight transportation as they would in 1913.

The increase in the average wholesale price of farm products since 1913 is 91½ per cent as great as the increase of the average rate per ton mile of the railways of the country as a whole. This statement, however, minimizes the present power of farm products to buy railway transportation.

In the first place, the increase in freight rates upon farm products throughout the country has been somewhat less than the increase upon other commodities.

In the second place, most agricultural products are produced in the western and southern territories, and the average advance in rates has been less in those territories than in eastern territories.

For example, the increase in the average rate of the western railways has been only 38 per cent. Therefore, farm products as a whole, on the basis of their present wholesale prices, have a power to purchase freight transportation on the western lines which is 108 per cent of their purchasing power in 1913, or 8 per cent greater power of purchasing freight transportation in the southern district than they had in 1913.

Commenting on these facts, the "Railway Age" says:

"Despite the recent advances in the prices of many farm products there is still a demand for a general readjustment of freight rates which would reduce the rates upon farm products and advance the rates upon many other commodities.

"This has been advocated chiefly upon the ground that the prices of farm products within recent years have been relatively lower than the prices of other commodities and that freight rates should be made to correspond to these relationships of prices. With farm prices now showing an advance 98 per cent as great since 1913 as commodity prices as a whole this argument has been greatly weakened, if not destroyed.

"The history of the last four and a half years demonstrates that to base freight rates upon prices which fluctuate constantly would be to base them on shifting sand. They should be made with reference to the average value of commodities for long periods, but if the policy were adopted of attempting to readjust freight rates in accordance with fluctuations in prices during short periods the entire freight structure would become chaotic. Shippers would never know what their freight rates were going to be. Railway officers could never have any definite idea as to what railway earnings were going to be."

### GRADE CROSSING ACCIDENTS

There were 23 accidents involving automobiles at crossings of the C. M. & St. P. Railway's tracks in a recent period of two weeks. Of this number 8 (more than one third) were caused by autos running into the trains.

In one case in Wisconsin the driver ran his auto into the 55th car back of the engine. In another case, in Missouri, driver almost waited for the train to pass—he ran into the caboose.

In still another instance, in Illinois, the driver timed his approach so as to strike a long freight train exactly in the middle.

In the other cases the trains were struck nearer the head end, indicating somewhat better judgment of speed.

Of the accidents in which autos were struck by trains the following instances are interesting as showing the same lack of caution on the part of motor drivers:

One auto in South Dakota and one in Iowa were struck because they stalled on the crossings.

An auto in Wisconsin being towed across the tracks was hit by a slow moving freight.

At another Wisconsin crossing an auto had stopped to let a freight go by when a second auto came up at high speed, slid around the first one, and was struck.

At a third point in Wisconsin an auto that had stopped for the crossing was hit from the rear by the less careful driver of a following auto—both ran on to the tracks and were badly damaged.

On 302 railroads—totaling about 70% of the railroad mileage of this country—520,000,000 passengers were carried last year without a single fatality.

In 1923 there were 2,268 persons killed at highway crossings—more than double the number of such fatalities in 1913.

The railroads are responsible for the safety of passengers on their trains and are making a good showing in this respect. They are also endeavoring to avoid injury to those who have everything to lose by failure to co-operate.

**Trains are Safe—Crossings are Dangerous!**



# SPORTS



The fourth annual tournament of the American Railway Bowling Association will be held at the Recreation Alleys, Detroit, starting Saturday, April 4, 1925. The association has secured 66 alleys, so everybody will be taken care of. The 1924 tournament at Toledo drew an entry of 200 five-men teams; the Detroit entry is expected to far exceed this, which will insure a fine prize list.

All railroad bowlers are urged to start early in making up teams. The Michigan Central Railroad has agreed to furnish all the extra equipment necessary to handle the Chicago boys, leaving Chicago 12:30 P.M., arriving Detroit around 7:00 P.M. Returning time will be: Leave Detroit 1:55 P.M.. By this arrangement the Chicago men can start the five-men event Saturday night, the other events on Sunday morning, and have plenty of time to make the 1:55 P.M. train.

The national secretary has promised that Chicago will send 75 teams, an increase of 16 over 1924, so it behooves you railroaders to get busy.

E. W. Hampton, national secretary, 6211 University Ave., Chicago, will be glad to answer all inquiries.

## Spares and Strikes From the Chicago League

We have a report that Mr. Severs has taken up bowling. At this time we do not have any details of scores, but for information inquire of our congenial friend Mr. Gutfahr.

While Car Acct. No. 2 were on a rampage Nov. 18th, at which time they took the Auditor of Station Accts. into camp for two games, the Comptrollers were also busy taking the odd game from the crack Car Acct. No. 1 five. Who says the under dog has no chance? If you think they haven't just watch the Asst. Compts. from now on.

The Asst. Comptrollers evidently are superstitious, here's the way their lineup reads now, B-A-G-G-S. It works too as they won one game the first night after changing.

We suggest a match game between the two cannon-ball artists, Mr. Bill Hettfing and Bill Gutfahr. It ought to be interesting.

Tommy Gavin is hitting the wood again, Nov. 26th, he kicked them over for a total of 618, not so bad for a back up artist.

Dale by this time has lost the taste of that 10 pound Thanksgiving Turkey which he won Nov. 18th. He was high with a pretty game of 244 and by the way he totaled 621 for his three games. That's a fair evening's work Dale, but how about that series Nov. 25th, of 516.

Joe Carey, and Feller, surely kept the gutters clean Nov. 25th. Why not put the head pin in the gutter, maybe some of ye bowlers would have better averages.

Who has all the luck? Ask O'Shea.

Bughouse Fables! Kavanagh rolled a wonderful series recently getting a total of 690. How many games? We cannot

tell you as we became tired counting them.

Wanted to know? Where did Kaveney get the bright red sweater? It must have instilled fear into Car Accts. No. 1 as Car Acct. No. 2 nicked them for one game.

Wanted! To know why 1-3 pocket hits leave the 8-10 standing. Anyone who can give this information please forward to Mr. Schill of the Freight Auditors.

Earle, Gleason and Cusnski are having keen competition lately. Each one is trying to keep on the sheet and it seems as though every week one of them is replaced by the other, of course it may be a sociable affair.

Earl Kulton put on a little surprise party Dec. 2, 1924. Starting with a score of 158 he pounded in counts of 244 and 246 for a total of 648 which is high through individual games to date. Nice work Earl we are all with you.

A. F. E. Bureau have been in a slump lately. Suggest Eyres that you put a little pep into your crew.

Davies helped out the Compt. Dec. 2nd, and done very well the first game with -219. The second game, however, was something different, he couldn't find the head pin and rolled about 119. Consistent work?

Chas. Lannon has joined the rank of the Comptrollers team. Welcome Charlie we hope you knock them dead.

How many teams for Janesville? For information regarding the 4th Annual Tournament write to Wm. A. Naeser, Secretary, 550 No. Pearl St., Janesville, Wisc.

Dave Perry is the utility man of our League, before the season ends he no doubt will have appeared in every team's lineup. As a pinch hitter he is doing fairly well with an average of 169. You're a handy man, Dave.

Tom Gavin rolling with the Fritz Scheff team in the Chicago Bowling Association Tournament spilled the pins

for a 298 game which is high individual score in that Tournament to date.

## C. M. & St. P. Bowling League of Milw.

One pin changed the story and now our old bowling Vet, Charlie Klug must scatter the maple and bring in a score better than 244 made by A. Mertz a newcomer on the Shop Accountant's team. Charlie held individual high single game—243 pins—up to the 17th of November.

The Poultry Handicap Tournament winners included F. Hallada, who won a fine turkey. With 110 pins for a handicap, Hallada scored 589 pins and beat George Voth for 10th place by 1 pin. George won the goose. T. Wieland finished the list and his Thanksgiving prize consisted of one dressed sparrow donated by the poultry committee. This bird after some trouble, was bagged while roosting on the top of the Union Depot Tower.

Secretary Forester is back on the job after two weeks at home nursing a blood poisoned foot. Our President is not so fortunate having gone through an operation. He is improving steadily and is back home. Harry would be glad to have you boys pay him a visit, when you chance to be on the West Side.

Captain Schmidt of the Store Dept. Team hailed a taxi and arrived at the alleys just in time to save two games for his team on November 17th, 1924, beating the Car Departments by a safe margin in second and third game, after dropping the first, by 146 pins, the Store Department starting the evening with four (4) men.

Come on Schwab get on the top where you belong. You are not going so good this season.

F. Ladwig's hook is hooking beyond his control this season. A game or so between meals would perhaps help wonderfully to develop control.

April 11-12-18-19-26-27 and the first Saturday and Sunday in May 1925, if necessary, has been set aside for the 4th annual Milwaukee Road Bowlers Tour-

## Chicago Bowling League Standing

Team	Won	Lost	Per Cent	Average
Car Accountant No. 1	20	10	744	887
Ticket Auditor	26	13	666	876
Aud. Sta. Accounts	23	16	581	863
Comptroller	21	18	538	843
Freight Auditor	21	18	538	839
Car Accountants No. 2	14	25	359	808
A. F. E. Bureau	14	25	359	796
Assistant Comptroller	8	31	205	770

## Individual Average

Player	Games	High	Average
Faus	39	258	190-26
Treskett	39	233	185-22
Gavin	39	256	184-15
Krizek	33	225	184-14
Krumrel	27	222	184-6
Snyder	21	227	182-12
Dale	33	244	181-14
Specht	39	215	180-27
O'Shea	39	243	178-37
Hettfing	36	211	176-24

## High Team Average—Three Games

Car Accountant No. 1	2775
Ticket Auditor	2733
Auditor Station Accounts	2690

## High Individual Average—Three Games

Kulton	216
Krizek	211.1

## High Single Game

Car Accountant No. 1	1011
Ticket Auditor	992
Freight Auditor	948
Comptroller	948

## High Single Game

Gavin	256
Faus	258

namement at Janesville, Wis. Mr. Charles Neave is the local chairman with Mr. William A. Naesser as able Secretary and Treasurer. Both of these boys are out to beat all records and have provided enough dates to accommodate all the bowlers that wish to participate in this event. Local business men of Janesville are giving their entire support through the medium of their local organization and hope for an attendance of at least 150 to 200 teams. What are you doing to help put this tournament across and break all records? The following officers and District representatives will gladly assist you in organizing your teams.

- President E. H. Braun, Milwaukee Shops, Wis.
- Vice-President A. J. Epp, Milwaukee Shops, Wis.
- Local Chairman Chas. Neave, Janesville, Wis.
- Secretary Wm. A. Naesser, Janesville, Wis.
- Dist. Representatives Chris. Behr, Minneapolis, Minn.
- Dist. Representatives H. C. Ballard, Green Bay, Wis.
- Dist. Representatives S. H. Johnson, Madison, Wis.
- Dist. Representatives C. Horsfall, Dubuque Shops, Iowa.

Any volunteers to assist in organizing teams will be gladly heard from. Address your communications to Wm. A. Naesser, Boilermaker, c/o C. M. & St. P. Ry. Co., Roundhouse, Janesville, Wis. or 550 N. Pearl Street, Janesville, Wis.

H. Soulen one of the Store Department's best bowlers is giving his league associates a good run holding 6th place with an average of 180 and Soulen ain't no spring chicken either. You young

fellows better let Soulen give you some fatherly advice.

### Bowling Notes From Green Bay

The Freight Office tried to beat their losing streak of last year, but after losing 12 straight, they decided to go out and get in the win column again.

Just watch "Cannonball" Smith of the Machinists, wherever you hear the loudest noise you know that's him, well anyway he scared the pins one night and got high single game, 265.

Boys, watch that Warehouse No. 2 bunch, they are stepping good now, and have the Freight Office and Warehouse No. 1 crowd worried.

The Store Department tried to get a high single game but 1002 fell 4 pins short of tying the mark put up by the Dispatchers.

We must not forget Adolph Giese who got a 664 count for 3 games.

The new pins had all the boys buffaloed last Monday night, some even saw them jump right up and make faces at them, but those new pins were sure slippery, how they could dodge the ball.

### Green Bay Team Standings, Dec. 8, 1924

	Won	Lost	Pct.
1. Car Department	29	7	.806
2. Store Department	22	14	.611
3. Dispatchers	22	14	.611
4. Superintendents 1	21	15	.584
5. Superintendents 2	19	17	.528
6. Yard Office	17	19	.472
7. Machinists	16	20	.443
8. Freight Office	12	24	.333
9. Warehouse 1	12	24	.333
10. Warehouse 2	10	26	.278

### How To Save Fuel

Wm. Bostrom, Machinist, LaCrosse Roundhouse  
Dear Editor:

In the November issue of The Magazine appeared a most interesting article by Mr. Tallmadge in regard to saving of coal on locomotives. I have been, am at present, and expect to be in the future, interested in that line of work. One of the great questions of today on the railroads is, How to Save Fuel, and when it comes to the matter of saving fuel I agree with Mr. Tallmadge, that it is a big question. I shall not, however, discuss saving of fuel on locomotives, but shall confine my remarks to the question in its relation to the Stationary plants along our line.

The first question in my mind is, Can Fuel Be Saved, and I most emphatically say "Yes," and I will go further than that and say, as far as my own observation goes, that practically 25% can be saved if proper instructions are followed in the way of firing.

It is well known that the worst enemy to the Coal Pile and to the men intrusted with the shovel to do the work of transferring the coal pile into useful work and ashes and clinkers, is Excess Air. It is commonly known that it requires eleven and one half lbs. of air to burn a pound of coal, or something like 23,600 pounds per ton of coal. The draft must raise this weight to the top of the chimney, and in addition it must raise the combustible element of the coal, for the oxygen of the air unites with the

carbon of the coal to form the gas known as Co<sub>2</sub>; and the hydrogen of the coal unite with the oxygen to form warm water vapor H<sub>2</sub>O. The total weight that the draft must raise in the performance of useful work is therefore, around 25,000 lbs. per ton.

Excess draft increases your fuel waste in several ways:

1st. It increases the rate at which you burn the coal without an increase in the rate of the evaporation.

2nd. The heat of some of the extra coal is nullified by some of the extra air that is drawn in by the excess draft.

3. The velocity of the gasses is increased and the boiler has less time to absorb the heat energy.

4th. The stack temperature is higher.

The draft that will give you complete combustion and carry a load with the least excess air is the draft to be used always.

We are now at the point where I shall have to be careful if I do not want to get into a heated argument with the firemen. I never did like to argue, but I will stand pat on my statements. I agree with everyone that it is impossible to know how to regulate the draft properly without having something to go by. If you will try a little experiment of our own, I will give you a little hint of how to proceed. Make yourself a very simple but sensitive differential draft gauge that will show you the draft conditions and the conditions of your fuel bed at a glance. A flue glass analyser is also

necessary; but for a starter make the draft gauge for each boiler and equalize the draft, making each boiler do its share of the work, and I will guarantee you will be surprised to find what an improved condition exists. You will find it easier to shovel three tons of coal than four, by actual experience.

Two things are absolutely necessary for the complete combustion of bituminous coal and its gassy elements.

1st. The introduction in proper quantities and at the right time and in such a manner that the oxygen contained in the air will freely mingle with the gasses as fast as they are distilled, and promote combustion.

2nd. The maintenance of the gasses at the temperature at or above the ignition point until they are completely consumed. It will be well to have in mind also, that 13% reduction in excess air will effect a saving of about 1% in the fuel consumption. It will be seen from this that it is worth the time to look into these conditions, thereby saving a lot of work for yourselves as well as saving a lot for your employer.

If this little article is of interest to the readers of this Magazine, I will perhaps go into details, later, in regard to flue gasses in relation to the manufacture of steam.

### OBITUARY

#### John Gilbert

Many people all over this United States; a large percentage of the Veteran Corps of the railroad and hosts of friends everywhere were shocked to learn that Veteran Passenger Agent John Gilbert, of Chicago was run down by a speeding motorist on December 9th, and died from his injuries the following day. "John" as he was familiarly known about the Union Depot for upwards of half a century was a native of England, coming to this country when a child. He entered the service of the company at the time this railroad entered Chicago, in 1873, and until his retirement in 1922, all of which time was spent as depot passenger agent in Chicago where thousand of travelers passing through the gates of the Union Station have cause to gratefully remember his kindly assistance in speeding them on their way. For many years, his business cards carried a picture of his smiling countenance with the legend "Look For Me"; and when "John" had been found, which was always easily, for he was a fireless worker, their perplexities were at an end. He personally cared for the women and children and saw to it that they reached their right destinations; put them on the right train if they were going beyond Chicago and helped those who were strangers in the city. Many a girl, arriving alone in the city had cause for thankfulness of John's watchful eye. Certainly John Gilbert's ministrations were always an asset to the Milwaukee's Passenger Department, and one which was valued at its full worth by those who established and "carried on" in the struggling pioneer days of C. M. & St. P. Railway history.

Mr. Gilbert is survived by two sons and a daughter to whom are extended the tender sympathy of The Milwaukee Family.



### "Stop Accidents"

With the "NEW YEAR" here, our resolutions are many

That during this year—"accidents"—we'll not have any

We'll resolve that we'll try with all our might

Not to have any accident occur, by day or by night!

Whenever anything turns up, that to us, looks bad,

That out of it, trouble might be had, Let's get busy, both You and I, and if possible at all,

Try to prevent this accident, no matter how small.

A word in conclusion, and I'll have said my say,

With this thought in our minds, day by day,

Surely, some good results are bound to show,

For to "Stop Accidents" is the aim of us all, I know!

Virginia J. Mattes,  
Sect'y. to General Supervisor,  
Safety & Fire Prevention.

### Am I My Brother's Keeper?

The answer is, YES.

Others have presented statistics proving the value of the Safety First Movement. You have heard the story of its inception, and what it has accomplished. Any amount of data is available which has been compiled by the National Government and State Bureaus and the various societies interested in this work. These all show the conservation of lives and property which results wherever the Safety First Movement has taken hold. The case has been proven—the verdict returned—but what interest has been developed in the mind of the General Public?

With the average person "Safety First" is merely a catchy slogan, which slips glibly from the tongue, but how many have any appreciation of its real meaning, or how it is affecting the daily lives of themselves and their associates?

The future success of this movement is not so much a question of Law, as it is of Education. Whose fault is it if Education has been neglected? It is yours and mine. It is not enough that we hold these meetings and put each other on the back and talk about what we should do, nor that we read the various articles appearing from time to time and agree with the authors of them. It is vitally necessary that we study ourselves and our daily associates with the idea of always advancing the Safety First Movement. The Safety First Movement needs workers, not shirkers.

Gentlemen, if you are sincere in your belief in Safety First, you cannot escape your responsibilities. You must see that your friends and neighbors practice Safety First if you are to be safe yourself.

It is not enough that you indicate your approval of and sympathy with what

we are trying to do by attendance at these meetings. It is not enough that you identify yourself as a believer in Safety First by wearing the button. If we are to progress, you must develop a sense of responsibility; as an individual you must advance the cause. You must have the courage of your convictions. You must not only think Safety First, you must preach Safety First, at all times and in all places, whenever and wherever you may find an opportunity.

You may not be privileged to see the effect of your words or example, but if we are to believe the words of our hardest students and deepest thinkers, nothing is ever lost, so let's do what we can.

If we are unable to make a brilliant speech and sway our hearers by a magnetic personality, it does not mean that we cannot do our bit. A simple statement of facts, when one shows a belief in them, will often have more effect than a long-winded talk which half of the hearers can't understand and the other half gets tired of and won't listen to.

We should not be discouraged if we do not see immediate results from our efforts. A seed planted in uncultivated ground, unless conditions be just right, will not grow and bear fruit. For real results, the ground must be cultivated, and the more intensive the cultivation, the greater the yield.

Some men are easily convinced and won over to the Safety First Movement. They are the ones who, when given the correct information, convince themselves. Do not pass them up—get all of them you can—but the man you must work on, the one who will make you tear your hair and almost decide that patience is no longer a virtue, is the one whose mind is like one of our Washington stump farms. It is full of rocks of prejudice and stumps of misfortune. Some of these are easily removed, others need a blast of mental dynamite, but when once cleared, their future position is assured.

We must so inform ourselves that we can present our case intelligently and forcefully. Especially should those in a supervisory capacity watch that the men under them do not get the idea that this movement for Safety First is being forced on them. Persuasion is much better than coercion. We cannot hope to obtain real results by law. There is a certain "cussedness" which seems to be ingrained in the nature of the average man, and which makes him resent any movement which tends to curb his freedom in thought or action, regardless of the good it may do for himself or others. We must appeal to his intelligence in one case, his sympathies in another, his pride in another, or his self-interest in another. In other words, study your man as a good salesman studies a prospect, and sell him the idea of Safety First in such a way that he in turn will sell the idea to others.

Education along Safety First lines is not a question of merely presenting the facts and quoting the columns of statis-

tics, which are to be obtained from many sources. If the general public could be induced to accept cold hard facts, our troubles would be over. We should all realize that in a movement of this kind it is not enough to reach a man's mind. If we want him to take an active interest, we must reach his heart, and to do this we must use local illustrations, showing him where the Safety First Movement has directly affected some one he knows, or at least knows of. Bring the human element into play wherever possible.

Again let me appeal to you not to be discouraged if the results from your efforts seem small. Remember that drops of water will wear away a stone, and constant repetition will eventually impress an idea on men's minds so that they will react to it subconsciously in time of need.

It is easy to talk to a gathering of this kind, because I know that we agree on the main points. I don't know that I have given you any ideas on the subject of this movement on Safety First, but I do hope that it has been my privilege to bring this movement a little closer to each one of you from a sense of personal responsibility, so that you will agree with my question and the answer to it.

And now, Gentlemen, may I ask you, "Am I My Brother's Keeper?" The answer is, "YES".

Walter M. Evans,  
Load Dispatcher,  
Coast Division,  
Tacoma, Wash.

### Safety First

The Safety First movement is now being given more attention and study by railroads and industrial works and people in general than it ever has before. Did you ever think what Safety First means and why you should always practice it?

Safety of rail operation depends practically, if not entirely, upon the co-operation of all classes of employees, individually and collectively. No matter how careful employees may be, result of their caution may be destroyed by the carelessness of one or more men in the service who fail to measure up to their responsibilities.

You fellows on the road, and in the shops, know the strong and weak links making up the chains of safety and it is necessary to have your co-operation in strengthening the weakest link which at the present time, is unsafe practices.

Remember that all rules were made to be obeyed and not just those you may think you ought to comply with. It is not for you to decide whether the rules are necessary or not; that question has already been determined by men of many years' experience in the line of service in which you are engaged.

We all know that it is natural for all employees to copy from one another. If we form the habit of safe practices in our daily routine of life, we are setting

good examples for our fellow men to copy from.

It becomes the duty of each employee to set good examples and safe ones in performing our duties along this line. We must do it in a kindly way and in a spirit of friendliness as by so doing, we will get the greatest good from our efforts.

Thomas Boleman,  
Gen. Yardmaster, Hulman  
St., Terre Haute, Ind.

### Set Good Examples

The "SAFETY FIRST" movement is now being given more attention and study by railroads and industrial works and people in general than it ever has before. Did you ever think what Safety First means and why you should always practice it?

Safety of rail operation depends practically, if not entirely, upon the co-operation of all classes of employes, individually and collectively. No matter how careful employes may be, result of their caution may be destroyed by the carelessness of one or more men in the service, who fail to measure up to their responsibilities.

Remember that all rules were made to be obeyed and not just those you may think you ought to comply with. It is not for you to decide whether the rules are necessary or not; that question has already been determined by men of many years' experience in the line of service in which you are engaged.

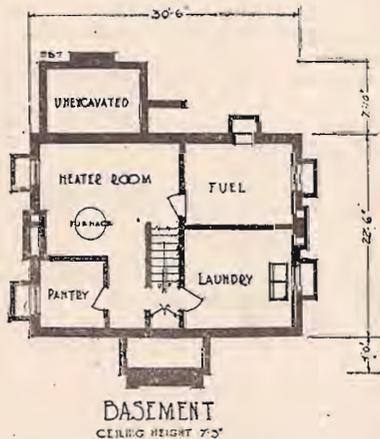
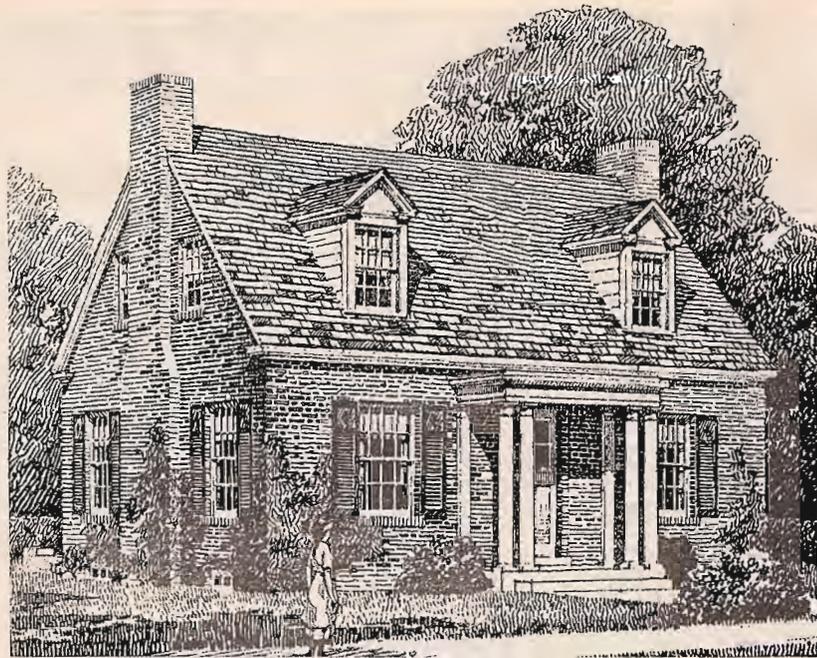
We all know that it is natural for all employes to copy from one another. If we form the habit of safe practices in our daily routine of life, we are setting good examples for our fellow men to copy from.

It becomes the duty of each employe to set good examples and safe ones in performing our duties along this line. We must do it in a kindly way and in a spirit of friendliness as by so doing we will get the greatest good from our efforts.

(Signed) T. Boleman,  
General Yardmaster,  
Hulman Street.

### Frank Rusch

On December 17th occurred the death at his home in Tacoma, of Frank Rusch, Assistant Superintendent of motive power; and veteran employe of this company. Mr. Rusch was a native of Wisconsin and commenced service with this company as fireman on the LaCrosse Division. He received promotion to engineer, and served in that capacity for many years. When the Coast Line was building, Mr. Rusch followed its fortunes during construction, being located at the different mechanical department headquarters as the line was extended westward. He was promoted to Master Mechanic at Tacoma and then Assistant Superintendent Motive Power of Lines West. He was a faithful and efficient employe and earned by his good work always, the constant promotion which he received. His entire railroad service was with The Milwaukee. He is survived by Mrs. Rusch and two daughters, to whom the sympathy of hosts of friends and associates is extended. Burial took place at Portage, his old home and the funeral was attended by many officials of the company and old associates in the service.

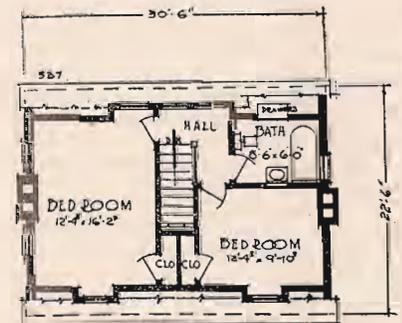
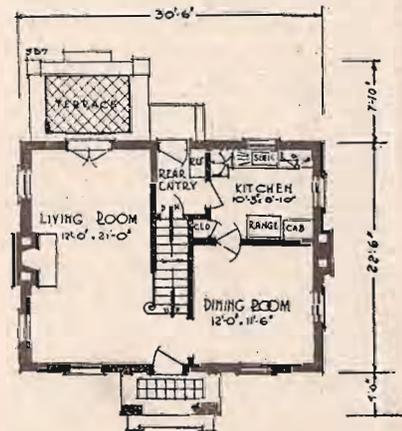


### A Charming Home For City or Village

When winter is howling outside, what more pleasurable than to sit around a warm fire and dream about a home of one's own. Perhaps your dream may be coming true in the near future,—and in that event, house plans are the paramount matter,—to think about in waking hours and talk over around the evening lamp. On this page is illustrated a tidy, compact little five room house, with a nice bathroom and good closet room.

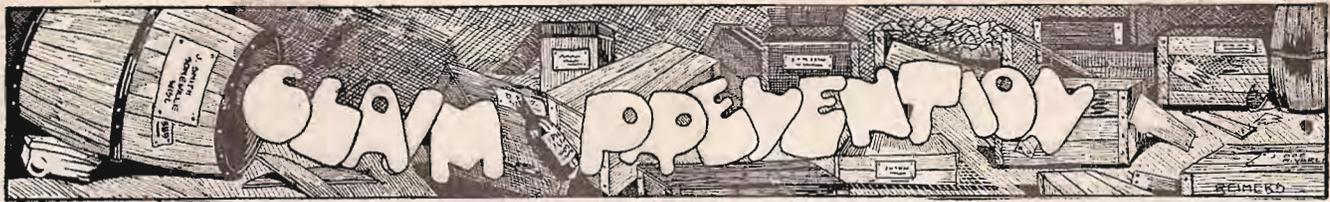
This house as shown is built of brick and has two attractive outside chimneys. The roof soars gracefully, but is not too steep: the dormers are clean-cut and the portico entrance is delightful.

The first floor plan shows a living room of ample size, from which the stairs lead to the second floor. There is a wide open fireplace and windows on three sides. At the rear is a "terrace" which may be made into a screened porch, and there are French doors leading onto it. The dining room, opposite the living room at the front of the house, has windows on two sides, and it too, may have a fireplace, as there is a chimney at that end of the house. The kitchen is completely equipped with cupboards and a broom closet. The sink is under a window, while the refrigerator finds space in the rear entry. The bedrooms are commodious, one of them being especially large, where the



sewing machine may find room near one of the large windows. This room, also, may have a fire place, as there are two flues in the chimney at that end of the house. The second bedroom, while not so large, is still very good size, and the bathroom is very roomy. The bathroom being directly over the kitchen makes for economy in plumbing.

The basement extends under the entire house, and contains a laundry room, storage and fuel bins.



## To Way Freight Crews, Agents and Warehousemen

Coming in contact as you do with almost every phase of freight transportation, you have a splendid opportunity of preventing loss and damage to freight, and the fact that our freight claim account has been cut in half during the last two years demonstrates that you have been giving this matter your thought and attention.

This of itself is a most gratifying condition but we are both hopeful and confident that through your continued efforts the economic waste due to loss of, and damage to freight can be still greatly reduced.

While your own experience may have shown you how this can be accomplished, let us suggest some of the principal things which must be carefully observed if we are to make a success of this campaign.

### FIRST—Suitable Cars.

Many claims are caused by loading high class freight in cars with leaky roofs, oil spots, contaminating odors, projecting nails and dirty floors. Many new cars are spoiled by loading greasy or contaminating freight into them. In loading L.C.L. freight at stations select suitable cars and remember the slogan "A fit car for a fit load and a fit load for a fit car."

In placing empties on private sidings see that a suitable car is furnished for the commodity shipper intends to load; a car which will carry the freight to destination without loss or damage.

### SECOND—Careful Loading and Stowing.

L.C.L. shipments picked up at local stations should be carefully scrutinized to make sure that they are properly marked and in proper condition for transportation. If there is anything wrong, call the agent's attention to it. Don't load a shipment which is in such condition that you know it will be damaged before reaching its destination.

As each handling increases the possibility of damage, freight must be so loaded into the car as to eliminate all unnecessary rehandling, and should be stowed in such a way that it will not be damaged itself, nor cause damage to other freight enroute.

It is particularly important to "Break-down" freight in partially unloaded cars so that the remainder of the load will ride safely.

### THIRD—Accurate Checking.

The keeping of an accurate check of all freight which is loaded, unloaded, or transferred and the making of correct notations upon waybills is a very essential feature of claim prevention. Many shipments go astray on account of failure to perform these operations properly.

### FOURTH—Careful Handling of Packages.

Careless handling of freight in loading and unloading results in many damage claims. By handling the freight entrusted to your care as if it were your

own property, you can assist materially in the reduction of the enormous claim payments and derive the satisfaction that comes from a job well done.

### FIFTH—Careful Switching.

If our claim account is to be again cut in half, considerably more care must be used in switching. When one loaded car is coupled to another at an impact speed of more than 4 miles per hour, damage is sure to result. In switching team tracks even greater precaution must be used, for very often some of the cars will be found to be only partly loaded or unloaded, and a very slight jar will topple over the entire contents. If switching is to be performed enroute, cut out "pick-up" or "peddler" cars as far as possible during such operation.

### SIXTH—Seals and Seal Records.

Many claims are being paid on account of inability to produce complete and correct seal records. In order to protect the company's interest, way and local freight crews should see that loaded cars are under proper seal protection and that an accurate and complete record of all seals is maintained.

### SEVENTH—Reporting of Exceptions.

The only way to get a bad condition corrected is to report it so that it may be investigated and the remedy applied.

If your cars are not coming to you loaded in station order, make a report of it. Maybe the man who is loading them doesn't know the proper order of loading.

All over, short, damaged and pilfered shipments should be reported promptly on the form provided for that purpose.

We appreciate the assistance you have already given us in our efforts to reduce this huge wastage of natural and manufactured products, and if you will now take hold with renewed interest and vigor, we can cut another large slice out of our loss and damage bill.

## Freezing Temperatures

*Address by J. C. Whitten of the University of California, College of Agriculture.*

"We find that the freezing temperature of fruits and vegetables so far as tested appears to vary somewhat with different specimens, depending upon the ripeness of the fruit, the maturity of the vegetable and its succulence depending upon its previous rapidity of development and other factors. Under average conditions perhaps the following may be a guide:

Apples and Pears well ripened usually begin to freeze at 27½ degrees to 28 degrees F.

Peaches and Plums well ripened usually begin to freeze at 29 degrees F.

The tomato freezes very readily. Apparently ice crystals are capable of forming in ripe tomato fruit when the temperature is lowered at all below 32 degrees F. In other words it apparently freezes almost as readily as water.

The question as to whether English Persian Walnuts will be injured by autumn or early winter shipment East if they pass through low temperatures has

been raised by our walnut growers and shippers. Walnuts harvested at the normal time and in the normal way for shipment have been held throughout this winter up to the present time in a storage temperature ranging from 10 degrees to 20 degrees F. Frequent examinations indicate that the walnuts are in no way injured by the temperature. Occasionally we run across a badly developed walnut which was evidently green, watery and perhaps injured before it went into storage, which comes out in bad condition. It is probable, however, that such walnuts are those which were watery, and immature at the time of harvest, and that they give no indication that mature, properly ripened walnuts would be injured by the temperature mentioned.

A similar question has come up with regard to whether dried prunes are in danger of injury if shipped during severe freezing temperatures. Prunes cured in the ordinary way have been held varying periods in our storage plant at a temperature of 25 degrees below zero without the prunes freezing or showing any injury whatever. It is apparent that the abundant sugars in the prunes are sufficiently concentrated that the thick juice of the cured prunes does not reach a freezing point even at 25 degrees below zero.

Celery has been tested to some extent. Sometimes green succulent celery plants have their tissues begin to freeze at 30 degrees F. Other samples less succulent in texture which have thoroughly matured before going into storage have stood temperatures of 28 degrees without any injury to the stems.

It may be of further interest to you if I note that apparently the freezing temperature of a fruit or vegetable may vary somewhat with different specimens of the same species. Apparently one of the most important factors is the concentration of the juice of the specimen in question. The larger the amount of sugar or soluble material in the juice of the specimen the lower its freezing point and the more it may be frozen even, without serious injury. This concentration of sap may vary depending upon the rapidity of growth or succulence of the specimen during its development in the field. Vegetables or fruits grown rapidly with an abundant water supply may have a thinner sap and freeze at a slightly higher temperature than the same variety grown slower with less abundant supply of water. The degrees of ripeness is a factor. Apples and pears when green especially of a variety which has little sugar in the juice, may begin freezing at a temperature of 30 degrees or possibly a little higher. The same variety of fruit fully ripened and containing the maximum sugar may endure 27½ degrees before ice begins to form in its tissue. After the fruit passes its prime condition of ripeness and gets older, sugars and carbohydrates apparently are used up in the further ripening or breaking down process and they begin

to assume again a slightly higher freezing point.

Occasionally specimens of fruit or vegetables or any plant tissue may be capable of super-cooling before ice begins to form within. Sometimes due to super-cooling the temperatures may go as much as 3 degrees F. below the minimum mentioned above ice crystals will form. Apparently if there is present in the tissue of a given fruit crystals or minute solids forming a nucleus, ice crystals may gather around this nucleus at the normal freezing temperature for that particular specimen. Occasionally where no such crystal or nucleus is present super-cooling of one or two or three degrees may take place before injured by actual freezing begins. Some fruit and vegetable tissues may not be appreciably injured by actual freezing if this freezing is not severe. For example apples may freeze at a temperature of 27 degrees F. Ice crystals may remain in the fruit for a

considerable period and yet when thawed the apples may come out of the cold storage room in good texture, good flavor and without having apparently deteriorated due to freezing. Apparently, however, tissues which have been frozen are likely to hold up well for market for a shorter period than similar specimens which had not frozen.

Certain types, the tomato for example, seem to be injured, however, even by slight freezing. It appears that fruit and other plant tissue are likely to freeze at a degree or two higher temperature if they are cooled very rapidly than if the cooling is slow and gradual. In the same cooling temperature a single specimen, of apple for example, unprotected may cool through very quickly. It may freeze at 30 degrees. Similar specimens wrapped and packed in a shipping package may cool through very slowly and perhaps not freeze until they reach a temperature of 28 degrees.

uate themselves; they become harder to control.

As a general thing, according to physicians, the unfortunate, well-defined insane person owes his condition to some bad habit of mind or body entertained and unrestrained by himself or some one of his ancestors. Violent temper, while not generally recognized as such, is a common form of temporary insanity, and one that comes easier after each indulgence, and is harder to control, so that it rapidly runs the person indulging it along the line that leads to the state or private insane asylum unless intelligent effort is put forth to control it.

Mr. Ripley's words are full of good food for thought for railroad men, the tempestuous character of whose experiences often expose them to peculiar dangers and irritating conditions. The most sane man is not so much the man who exercises the most self-control when he is irritated; it is the man who has the poise to keep from being irritated.

### Sanity and Insanity

By Will Drake

The late E. P. Ripley, President of the Atchison, Topeka & Santa Fe Railroad, in speaking at one time of the passing of a friend, said: "he was the most sane man" he had ever known. Whenever I have pondered this unusually worded sentence and the thought it contains, it has seemed to me to be the greatest encomium ever passed on a human being,—a simple sentence worthy to be used as an epitaph on the tomb of a Lincoln or a Richelieu. I believe I would rather have it said of me than anything else I can think of and I am moved to recur to it and comment on it at this time on account of the unusual amount of news appearing in the public press about atrocious crimes and insanity or mental abnormality as a defense for them.

To most individuals the expression, "insane person" brings up a mental picture of an individual, wild-eyed and dishevelled, looking out from between iron bars and making facial and physical contortions. But is this necessarily correct? It is hard to define an insane person. I have asked several people to do it and about as good a definition as I got, was given to me by a conductor on the Kansas City Division, who said an insane person was one who on account of his mental condition was a nuisance or a menace to others. This I think covers the case very well. Of course the degree of nuisance, and perhaps of the menace might be qualified by the mentality of the individual passing the opinion; a truth illustrated perhaps, in the old Quaker story "Everyone is queer except me and thee, and sometimes I think thee is a little queer." Who shall be the judge?

If each of the great alienists of sanity experts who have given testimony from time to time, before the courts in the criminal cases which have lately attracted the attention of the Nation were asked separately to define an insane person, there would probably be wide differences in the details of their opinions. No one can definitely draw the line between sanity and insanity. There is no clearly defined boundary between the really sane and insane people. Few men are so completely level-headed and well balanced that they do not manifest at times decidedly "queer" notions and ideas

on certain subjects; and conversely, no maniac in a padded cell is so absolutely mad that he has not now and then a rational interval. Between these two extremes in every shade and degree of mental condition, so that the terms sane and insane, like the adjectives hot and cold, are relative. The range is wide enough to include every person in the world; and an individual's place in it depends upon his standing and usefulness in the community.

Irritability, nervousness, greed, dishonesty, intemperance and other human weaknesses are recipient forms of insanity, and according to the extent that one indulges them, is he raised or lowered in the scale. This may, at first thought, seem to some, to be, to say the least, a novel idea; but brief reflection will suffice to convince anyone that it is entirely reasonable, and the sooner one begins to rid himself of these evils, the surer and quicker will be his road to success.

It is normal to do right. The person who, habitually, does wrong, is the one who does the peculiar, the unreasonable or the unexpected thing. It is a fact that as a person grows older, habits of living and habits of thinking, be they good or be they bad, become more pronounced and dominating. They accent-

### New 4-10-2 Type Locomotive

A new design locomotive of the 4-10-2 wheel arrangement and the first of this type to be built in the United States, is now under construction for the Southern Pacific Railway by the American Locomotive Company.

The outstanding feature is the unusual wheel arrangement which might be considered as an evolution of the Mastodon or 4-10-0 type locomotive. In this new design a set of trailer wheels is included which gives the 4-10-2 wheel arrangement. It will be known as the Southern Pacific type.

The locomotive is of the three-cylinder type, and when completed it is claimed that it will be the largest and most powerful articulated locomotive in the world.

Some of the dimensions of this new design are: diameter and stroke of the two outside cylinders, 25 in. and 32 in.; diameter and stroke of the one inside cylinder, 25 and 28 in.; the total weight in working order, 438,000 lbs., weight on drivers, 310,000 lbs.; diameter of driving wheels, 63½ in.; boiler steam pressure, 225 lbs.



Paradise Valley, Mount Rainier, in Mid-Winter.

# AT HOME



HAZEL M. MERRILL, Editor



Jean, Little Daughter of Dispatcher C. C. Sarles, Mitchell, S. D.

## Mid-Winter Fashions

The smart, well-dressed woman will always twist fashion somewhat to suit herself and individuality, and not allow fashion to dominate her to the degree of being unbecoming, for the habit of style should be temperate, like all other habits, or it will make one ridiculous and graceless.

January is probably the height of the season for the evening mode. There is not a shadow of a doubt now but what skirts are not only going-to-be shorter but are shorter, even for evening wear, although perhaps not quite so much so, for evening. Certainly we are all agreed that a moderately-short skirt adds youth and dash to the silhouette. Here let me urge that we use moderation—not too short and not too tight. A skirt that draws or that rises automatically when you sit down or step up, is certainly anything but pleasing and graceful. If you are very anything in stature—very long or very short—you should avoid a skirt that is very long or very short. Chiffon velvets are very popular for evening and informal afternoon wear; beautiful soft brown and black, with pale ice-cream shades and white for formal. Imitation jewelry plays an important part in the costumes of today, and you should have a string of pearls or beads to harmonize with your gown. Box plaits are quite the newest thing in the street costumes. There may be only one inverted at the front, or there may be more, but they are carefully hidden in order not to break the straight line but to give a little additional stepping room. The rumor that waist lines were going back to normal, or even way above normal to the old high waist line, proved to be a false alarm, for this season at least, as dame fashion was not ready to adopt a change in waist line. There is a note of picture-esqueness in sports clothes this winter; pastel and candy shades, light blue, etc.—a bright red coat with white homespun knickers makes an attractive skating costume. Quite the newest thing in trimmings for sports wear is a touch of plaid or braided wool.

## January White Sales

January is the month to replenish your linens, underwear, and housedress ward-

robe. In every department store there are sales of fascinating underthings at amazingly low prices: envelope chemise, hand-made, trimmed with filet lace; gowns of sheer white nainsook; excellent quality crepe satin garments; house dresses of cotton crepe with appliqued colored flowers; one particularly pleasing house dress has short sleeves, two generous pockets, comfortable collar, the type of dress designed for work, but trim and neat. After the high prices of the war-days and immediately following linens are coming back to normal, and the prices of same at January Sales this year, are something like it.

Before making our purchases, it is well to take stock of our household goods, as do the large stores. We may rediscover forgotten and unused treasures; also separate articles that must be repaired. Often times we may recut and adapt a partly worn thing to another article, making another one as good as new. After careful inventory is taken, we may take advantage of the January White Sales.

Anne Orr's Needlework Department in Good Housekeeping offers some very charming bedspreads, and states if you select one of these for your winter's fancy work, when spring comes, you will have a lovely new spread with which to doll-up your bed, which is the most important piece of furniture in the bedroom, and the spread the most important accessory.

This is also the season of the year to purchase blankets. In selecting blankets, we should bear in mind that closeness of weave is what makes the warmth of a blanket. With this in mind, blankets of cotton mixture are perhaps not at all undesirable.

Umbrellas are so charming these days that they certainly add to the costume. Gone is the black umbrella, possibly for good. Browns are very popular, also navy, red, and garnet; green and purple are not quite so good, as they cast an unbecoming shade over the face when raised. There are handles of many novelty woods, finely polished woods, and woods of precious type in the more expensive ones. The ten-rib model is most practical and popular. Tips are brightly-colored and queer-shaped. Handles are also carved in odd designs.

If you have a typewriter in your home and run your household on a somewhat business basis, you may type your recipes on cards for file as well as records of all sorts. Cards written on the typewriter are more eligible than when written in longhand. A card may easily be removed from the file and pinned up where it will not be in the way, and in case it becomes soiled, a new one can be easily typed to replace it. A loose-leaf note book makes a handy recipe book for canning recipes, etc., when only used at certain seasons of the year. It comes in handy to keep the contents of trunks, boxes, and packages listed on cards and filed; also papers of value in safe-



Daughter and Son of Superior Division Baggage Man Moger.

deposit box at bank; also inventory which would be called for by Insurance Company in case of fire or loss. It is also convenient to have a card file of sizes of gloves, collars, shirts, hose, etc., for the different members of the family. This is all valuable information to have handy, and if you do not have a typewriter, do not let that keep you from keeping such lists in a neat manner written in longhand.

## Household Helps

When you house-clean, paint the inside of bureau drawers with white enamel.

Heat milk before using in mashed potatoes and they will be soft and fluffy. Part rye flour makes good ginger bread.

Never move a cake in the oven a tiny bit until the center is set.

When peeling oranges or lemons, put the rinds through the food chopper; then dry them and keep where handy for flavoring cakes, puddings, sauces, and other desserts. They can be used dry or you may freshen them by soaking.

Add a tablespoon of water to the whites of eggs when beating them and their quantity will be doubled.

Cut old inner tubes in wide strips and have them handy to use when the belt of your electric vacuum cleaner gives out. If cut in narrow strips, they make convenient bands for bundles.

Bread will rise beautifully in an electric fireless cooker. Turn on heat for a minute then turn it off, put in bread, and close door.

If you will use a large grater for shelling popcorn, you will save your fingers and hands.

## Her First Flight

Orville Wright told a story at a Dayton dinner.

"A little Dayton girl," he said, "was taken one day to a flying exhibition. In the middle of the show she turned to her mother and said:

"Isn't it funny? I can't remember the least bit what it's like to fly."

"Silly!" said her mother. You have never flown."

"I have, too," said the little girl, "Don't you remember when the stork brought me?"

**Good Things To Eat**

**French Omelet.** Beat four eggs slightly, whites and yolks together. Add four teaspoons of cream, one teaspoon salt and a little pepper. Put one teaspoon of butter into a hot omelet pan and turn in the mixture. With a fork, pick up the cooked part from the center and allow the uncooked part to run under. Continue to do this until the whole is of a soft, creamy consistency. Turn up the flame slightly to brown the omelet, then fold and slip on to a hot plate.—*Eric Magazine.*

**Chicken Gumbo Soup.** Chop one onion fine and cook five minutes in four tablespoons of butter, stirring constantly. Add this to one quart of chicken stock to which have been previously added, one half can okra, two teaspoons salt, one quarter teaspoon pepper and one half green pepper chopped fine. Bring to the boiling point and let simmer forty minutes.

**A New England Boiled Dinner.** A real New England Boiled Dinner consists of hot corn beef served with cabbage, beets, turnips, carrots and potatoes. In the Middle West, one occasionally sees salt pork and very often, onions served with a Boiled Dinner, but never in New England. After removing the meat from the water, skim off the fat and cook the vegetables, in this water, except the beets, which require a longer time to cook, and should be boiled separately. Put the carrots and turnips in first, then add the cabbage and potatoes.

**Rice Croquettes.** Wash one cup rice and boil in white stock until soft. Let cool and mix with three fourths cup white sauce to which has been added beaten yolk of one egg, pinch of nutmeg, salt and pepper. Spread in buttered pan, with weight on top until cold. Turn from pan, shape into croquettes, dip in crumbs, egg and crumbs and fry in deep fat.

**Cream of Fruit.** Soak one tablespoon of sparkling gelatine in one quarter cup of cold water, then dissolve in one quarter cup scalded milk and add one half cup sugar. Strain in pan set in cold water, stirring constantly. When mixture begins to thicken, add white of two eggs beaten until still, one half pint cream whipped, one third cup cooked prunes, cut in small pieces and one third cup chopped figs. Put in mould and chill.

**Hot Water Gingerbread.** One cup molasses, one half cup boiling water; two and one quarter cups flour; one teaspoon soda; one and one half teaspoons ginger; one half teaspoon salt; four tablespoons melted butter. Add the water to the molasses. Mix and sift the dry ingredients, combine the mixtures, add the butter and beat hard. Pour into a shallow greased pan and bake thirty minutes in a moderate oven.

**Fruit Cake Without Butter or Eggs.** One and one half cups whole wheat flour; one half cup white flour; four teaspoons baking powder; one half teaspoon salt; one teaspoon cinnamon; one quarter teaspoon each allspice, mace, grated nutmeg; one pound seeded raisins. Mix together one cup sugar; one half cup molasses; three quarters cup milk and one quarter cup coffee. Add the dry ingredients which have been mixed and sifted together. Reserve from the dry mixture, one quarter cup of the white flour and dredge this over the raisins before adding to the mixture. Turn into a buttered and floured pan and bake in a moderate oven fifty minutes.

**Fashion Book Notice**

Send 12c in silver or stamps for our UP-TO-DATE FALL & WINTER 1924-1925 BOOK OF FASHIONS, showing color plates, and containing 500 designs of Ladies', Misses' and Children's Patterns, a CONCISE and COMPREHENSIVE ARTICLE ON DRESSMAKING, ALSO SOME POINTS FOR THE NEEDLE (illustrating 30 of the various, simple stitches) all valuable hints to the home dressmaker.

Address Miss Hazel M. Merrill, 802 Union Station Building, Chicago, Ill.

4942-4951. Ladies' Costume. Blouse 4942 cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Bodice Skirt 4951 cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust meas-

ure. To make this costume as illustrated requires 5½ yards of 40 inch satin and a strip of 40 inch embroidery or contrasting material for the panel 10 inches wide. With short sleeves 5½ yards will be required. The width at the foot with plaits extended is 1¾ yard. TWO separate patterns, 10c FOR EACH pattern.

4966. Girls' Middy Suit. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3¾ yards of 40 inch material with ½ yard of lining 40 inches wide for the underbody and ¼ yard of contrasting material for trimming. Price 10c.

4965. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 12 year size requires 3¾ yards of 32 inch material, if made with sleeve puffs. Without these puffs ¼ yard less is required. Price 10c.

4962. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. A 16 year size requires 3¾ yards of 40 inch material. The width at the foot is 1¾ yard. Price 10c.

4946. Boys' Suit. Cut in 4 sizes: 3, 4, 5 and 6 years. A 4 year size requires 1¼ yard of 36 inch material for the Blouse and 1 yard for the Trousers. If blouse is made with short sleeves ¼ yard less material is

required. Price 10c.

4983. Ladies' Dress. Cut in 8 sizes: 36½, 38½, 40½, 42½, 44½, 46½, 48½ and 50½ inches for corresponding bust measure, 40, 42, 44, 46, 48, 50, 52 and 54 inches, and waist measure, 33, 35, 37, 39, 41, 43, 45 and 47 inches. A 42 inch size (bust measure) requires 4½ yards of 40 inch material with ¾ yard of contrasting material for facings and collar—cut crosswise. The width of the dress at the foot is 1¾ yard. Price 10c.

4970. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2¾ yards of 36 inches material. Price 10c.

4968. Child's Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size requires 1½ yard of 32 inch material, and the Gimppe will require 1½ yard if made with long sleeves. If Gimppe is made with short sleeves 1¼ yard is required. Price 10c.

4958. Ladies' "Work" Frock, with Removable Apron Portion. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 3¾ yards of 36 inch check or plaid material, with 1¼ yard of plain material for the Apron if made as illustrated. The width of the frock at the foot is 1¼ yard. Price 10c.



4995. **Child's Dress.** Cut in 4 sizes: 4, 6, 8, and 10 years. A 6 year size requires 1½ yard of 36 inch plaid or figured material and ¾ yard of plain, if made as illustrated. Price 10c.

4978. **Ladies' Slip.** Cut in 4 sizes: Small 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Me-

dium requires 2½ yards of 36 inch material. The width at the foot is 1½ yard. Price 10c.

4954. **Ladies' Dress.** Cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38 inch size requires 4¼ yards of 40 inch material. The width at the foot is 2½ yards, with plaits extended. Price 10c.

bership of about one hundred and sixty members, who are all doing their part towards making the organization a success.

Meetings will be held in the Eagles' Hall, the third Friday of each month.

A dance has been arranged for Friday, December 19th, so that all members can become better acquainted.

At a meeting held at Mrs. Thurber's home on December 8th, it was decided to hold the regular meetings on the third Friday of each month. In order to keep up the interest which has been manifested so far, the members voted to hold a social hour after the business meetings, and plans whereby everybody will take part, was inaugurated. The officials' wives will furnish the refreshments and the program for the evening at the first regular meeting, in January; then the conductors' contingent will preside at the February meeting to be followed by the engineers; then the machinists the clerks; and all the departments in rotation, which will mean that all will have an active part in the business of promoting good feeling, a better acquaintance and real "sunshine" among the sick and suffering.

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

Very satisfactory progress was made in December in the organization of Chapters of the Women's Club.

On December 3rd, the Bensenville Chapter held its initial meeting. The President, Mrs. W. F. Ingraham, after the routine business of committee at the residence of Mrs. Steffan, reports; discussion of ways and means for raising money for welfare work; time and place of meetings, etc., the President-General, Mrs. H. E. Byram was introduced. Mrs. Byram congratulated the fifty-three members present, upon the wonderful progress they had made and the fine membership showing. When it is known that Bensenville is a town of not more than one thousand people, all told, Mrs. Byram said she considered it a very promising beginning and one that the Bensenville women should feel very proud to have accomplished. Mrs. Byram then told what it was hoped these Women's Clubs would be able to accomplish in the way of relieving the sick, the needy and the injured on our railroad, men as well as women. She said that the good that the women could do by effective teamwork was incalculable; and that she hoped, in time, to see the Women's Clubs able and in position to take care of all needy cases in the big Milwaukee Family and relieve all suffering among employes or in their families. She hoped to see one big sisterhood established from one end of this great System to the other, and she pledged them her earnest and hearty cooperation in the good work. Mrs. Byram spoke to an interested and sympathetic gathering, and as she herself, is thoroughly in earnest in her efforts to establish the women of the railroad on one, grand and common ground where they can meet and work together for a common good, she is able to impart much of her enthusiasm to her hearers. At the conclusion of her talk she was presented with a beautiful corsage bouquet of roses in which the donors pledged her their best efforts toward the success of the Club. Refreshments were served by the hostess, assisted by other club members.

The Bensenville program for the winter meetings, includes a Christmas party for the children; a food sale during Holiday Week, a Dance in the Community House of the neighboring town of Montclare and various other plans, all planned to swell the funds for the Mutual Benefit work. Mrs. Carpenter Kendall, Editor of The Milwaukee Magazine and Mrs. Anna M. Scott, 2nd Vice President-General were present with Mrs. Byram and spoke briefly on the aims and work of the Club. They also were presented with corsage bouquets by the members of the Bensenville Club.

The Dubuque Chapter of the C. M. & St. P. Women's Club met for the purpose of organizing, Saturday, November 22nd, 1924, at Oriole's Hall. Mrs. W. M. Thurber acted as chairman and Mrs. Edwin Kiesele as secretary.

On Thursday, December 4th, following a dinner given by Mrs. W. M. Thurber and Mrs. Malcolm McEwen, the banquet hall of the Y.W.C.A. Mesdames Byram, Kendall and Scott at which covers were laid for thirty. The club was organized at a meeting held at the Dubuque Chamber of Commerce, at which time we were honored by the presence of Mrs. H. E. Byram, President-General; Mrs. Carpenter Kendall, Editor of the Employes Magazine; Mrs. Anna Scott, Vice-President-General; Mrs. H. H. Williams, President of the Dubuque Women's Club and Mrs. O. E. Carr, wife of the City Manager. There was an attendance of about two hundred. A program, which was greatly enjoyed by all present, was rendered by the Shop Orchestra, Louis Schwartz, baritone; Al Breckler, tenor and the Shops Quartette.

Mrs. Byram gave an address and outlined the aim and work to be done by the organization, especially the relief work.

Mrs. Kendall explained what the dues would be, and to what use they were to be dedicated, and Mrs. Scott told us about the wonderful work which has been done in Milwaukee.

Officers for the coming year were elected; Mrs. W. M. Thurber, President; Mrs. R. H. Kearney, First Vice President; Mrs. Walter Keck, Second Vice President; Mrs. Frank Fernstrom, Treasurer; Mrs. Edwin Kiesele, Secretary and Miss Olive Romig, Corresponding Secretary.

Mrs. Thurber, appointed the following committees:

Nominating Committee—Chairman Mrs. E. J. Crawford, Co-workers, Mrs. T. P. Jones, Mrs. Frank Berwanger, Mrs. John Muir, Mrs. Leo Kolbe, Mrs. R. H. Kearney, Mrs. J. H. Bell.

Constitution and By-Laws—Chairman Mrs. M. H. McEwen, Co-workers, Mrs. A. Woodward, Mrs. W. Schmitz, Mrs. F. Fernstrom, Mrs. Louis Dempsey, Mrs. H. M. Wilkinson.

House and Purchasing Committee—Mrs. Clyde Kinney, Chairman, Co-workers, Mrs. E. H. Johnson, Mrs. J. H. Bell, Mrs. M. Baumhover.

Program Committee—Chairman Mrs. T. P. Jones, Co-workers, Mrs. Walter Graham, Mrs. Leo Kolbe, Miss Marie Clifford, Miss Ruth Crawford, Miss Lucille Millar, Mrs. L. E. Howell.

Membership Committee—Chairman, Mrs. F. A. Shouty, Co-workers, Mrs. E. Kiesele, Mrs. W. Keck, Mrs. G. Kiesele, Mrs. Howe, Mrs. J. P. Kelsey, Mrs. Ed Wiedner, Mrs. H. Haggerty, Mrs. L. D. States, Mrs. M. Hall, Mrs. J. O'Conner, Mrs. L. Dempsey.

Social Committee—Chairman, Mrs. Geo. Richards, Mrs. M. Boleyn, Mrs. P. Handley, Mrs. J. Grice, Mrs. G. Tornes.

Sunshine Committee—Chairman, Mrs. J. P. Whelan, Mrs. J. Muir, Mrs. J. O'Brien, Mrs. L. E. Howell, Mrs. H. Wilkinson, Mrs. W. Schmitz, Miss Margaret Birner.

The Dubuque Chapter has a mem-

### The Minneapolis Club

On Friday evening, December 5th, the Minneapolis Chapter came into being, in the beautiful new club room in the Minneapolis Station. Through the kindness of the Company officials, a large and pleasant room on the third floor of the Minneapolis depot was placed at the disposal of the women interested in the organization of the Minneapolis Chapter, to be converted into a permanent Club Room.

With the aid of the company carpenters and painters, the room was rapidly transformed. An ornamental grill work was placed around the steam radiators, the walls and ceilings painted all wood work as well as the floors varnished. The men of the offices located in the building all took great interest in the proceedings and when it came to furnishing, a procession of gift-bearers took up its way to the new club room. Mr. Root donated the rugs from his office, and even applied himself with broom and carpet sweeper to put them in first class condition. Curtains were made and put up; chairs and tables appeared from everywhere; a beautiful clock was presented and by the time the tired but happy women organizers were ready for the meeting, the club room was furnished and ready for the members to move right in.

The meeting to complete the organization was called to order at 8:00 P.M., Dec. 5th, with Mrs. G. A. Vandyke in the chair. The business of the evening was acceptance of a Constitution and By-Laws, election of officers and appointments of Committee Chairmen. The officers elected were:—President, Mrs. L. T. Johnston; 1st Vice President, Mrs. J. H. Foster; 2nd Vice President, Mrs. —Kraus; Corresponding Secretary, Mrs. A. S. Willoughby; Recording Secretary, Miss Marie Quinn; Treasurer, Mrs. G. A. VanDyke.

Mrs. VanDyke thanked all who had helped in getting the rooms ready, and shown by their good works their interest in the success of the Club.

She then introduced Mrs. H. E. Byram, President General of the Club, who spoke on the basic ideal and the real purpose of the organization, which is the relief of the sick and needy of the Milwaukee Family, men as well as women; and she dwelt on the great good that could be accomplished through the banding together of the women of the railroad all over the system; and of the mutual enjoyment and help such a bond of sisterhood could be made. She congratulated the Minneapolis women on the splendid turnout and on their beautiful club home. She said she hoped that ere long, Minneapolis membership would be one hundred percent; just as she hoped that in time, the fifty to one hundred thousand Milwaukee Ry. women all over the system would be enrolled on the various Club rosters.

The other visiting Club women, Mrs. Carpenter Kendall, Mrs. Grant Williams, and Mrs. Anna M. Scott of Milwaukee also spoke of the work of the Clubs in their districts. Mrs. Kendall, who is Treasurer-General, told of the uses to which the club dues would be put. She spoke of a contributing membership among the men, and said that the money received from such sources would all be applied to relief work. Mrs. Grant Williams, President of the Chicago Chapter, told of the formation and work in her district, and Mrs. Scott, 2nd Vice President General, told of the Milwaukee Chapter, and invited all the Minneapolis Club members, to visit the Milwaukee Club room at any time, and they would always be welcome.

#### Mason City Organizes Its Chapter

On the evening of December 10th, upwards of one hundred women of the Milwaukee Railroad in Mason City, met at the Y. W. C. A. Building to form a Chapter of the C. M. & St. P. Ry. Women's Club. Mrs. C. S. Christoffer presided, and after the routine of organization and election of officers was completed, Mrs. Christoffer introduced Mrs. Byram, who talked at length on the purpose of the Women's Clubs, and all the Mason City women of the Milwaukee to get together and help in the good work of raising funds to carry on relief work, and at the same time establish a better acquaintance among themselves.

She said she hoped Mason City would soon be one hundred percent in the Club membership, and she assured them of her hearty co-operation in their efforts to further the cause. Mrs. Kendall, Mrs. Williams and Mrs. Scott followed with talks on the work along their various lines of activity. The women of Mason City were enthusiastic, and when Mr. Christoffer appeared, he was greeted with much applause. He voiced his hearty sympathy with the movement and promised his co-operation in every way possible. When he spoke of the possibility of providing the members with a permanent club room, he was rewarded with great applause.

A pleasant program of music was provided by the entertainment committee and after the business of the evening, a social hour with light refreshments was enjoyed. The I. & D. Division being a long one, it was thought possible to create branches of the Mason City Club at other points on the line where there were a sufficient number of Milwaukee employes to make it seem that a Club would be desirable and enjoyable. Among

the places mentioned were Sanborn, Mitchell and Murdo. The Mason City Club will take this up and proceed to organize branches wherever such may be called for.

Local officers who were elected at the meeting Wednesday evening were Mrs. C. S. Christoffer, President; Mrs. H. G. Crow, First Vice President; Mrs. R. H. Janes, Second Vice President; Mrs. Robert McClintock, Recording Secretary; Mrs. M. M. Wolverton, Corresponding Secretary and Mrs. W. J. Johnston, Treasurer.

Announcement was made that a club room would be established at the station for the club members and that the club will meet on the third Thursday of each month. The January meeting will be held in the gymnasium of the Garfield School pending the completion of the club rooms.

#### Sioux City Organizes

The Sioux City women met on the evening of December 11th, eight-five women of the Milwaukee Family met in the passenger station to greet Mrs. Byram and other officers of the C. M. & St. P. Ry. General Women's Club, and to organize a Chapter in that city. Mrs. E. F. Rummel presided and after the usual preliminaries of organization, Mrs. Byram told them what it was hoped to accomplish by the formation of these Clubs. She said that Sioux City was the seventh Club to come into being and she hoped that before long, there would be one hundred percent representation of the women of the Milwaukee Family in Sioux City.

The officers elected were: President, Mrs. E. F. Rummel; 1st Vice President, Mrs. A. Martinson; 2nd Vice President, Mrs. W. C. Givens; Secretary, Mrs. G. H. Rowley; Treasurer, Mrs. L. F. Donald.

Standing Committees were appointed for time and place of meeting; program, plans to raise money and for mutual benefit work and her assistants, who had done such good work in getting the movement started, were enthusiastic over the prospect and the promise of the good work they would be able to accomplish.

#### Des Moines Chapter

About twenty-five women of the Milwaukee Railroad met at the Grant Club the evening of December 12th to organize a Chapter of the Women's Club. Mrs. Byram conducted the meeting, and while the women had not previously met for this purpose, all those present were greatly interested in the formation of a Club at that point. Mrs. Kendall read the By-Laws of the General Club, and explained how, with changes to fit local conditions and demands, they could be adopted by the various Chapters. Officers were elected and a time and place for future meetings arranged. It is hoped that a permanent club room may be secured in the Des Moines Union Station. The officers were:—President, Mrs. W. J. O'Brien; 1st Vice President, Mrs. William Caskey; Second Vice President, Miss Jean Dallas; Secretary, Miss Florence Nelson and Treasurer, Mrs. Leo McGown.

#### The Marion Chapter

Marion "Went over the top" when on the afternoon of December 13th, more than two hundred women of the Milwaukee Family met in Odd-Fellows Hall at Marion, Iowa to greet the President-General of the Women's Clubs Mrs. H. E. Byram and other officers of the General Club, Mrs. Grant Williams, Mrs. Anna M. Scott and Mrs. Carpenter Kendall. Talks were given by the visitors; a musical program was enjoyed and after the business of the afternoon was completed, there was a social hour in which the President-General, Mrs. Byram, gave a very real demonstration of her ideal,—a general sisterhood—by her very apparent enjoyment and appreciation of the cordial reception accorded her. In all of her talks before the various meetings, she has emphasized the desirability of the women of the railroad meeting together, as the men do, in a common bond of fellowship; and of the great benefits to be derived from such association, both in a social way and in the mutual help of the relief work. Refreshments were served.

A delegation of twenty-five women from Perry attended the Marion meeting, bringing with them the cheering news that Perry had organized and was ready to go ahead with a one hundred percent Women's Club.

The officers elected at the Marion meeting were: President, Mrs. M. J. Flanigan; Mrs. Charles LeRoy, 1st Vice President; Mrs. Walter Cleveland, 2nd Vice President; Mrs. Leonard Hewitt, Secretary; Mrs. George Barnoske, Jr., Treasurer.

The Perry officers are:—President, Mrs. L. A. Turner; 1st Vice President, Mrs. W. T. Murphy; 2nd Vice President, Mrs. J. M. Foster; Secretary, Mrs. John Heinselman; Treasurer, Mrs. George Dedual.

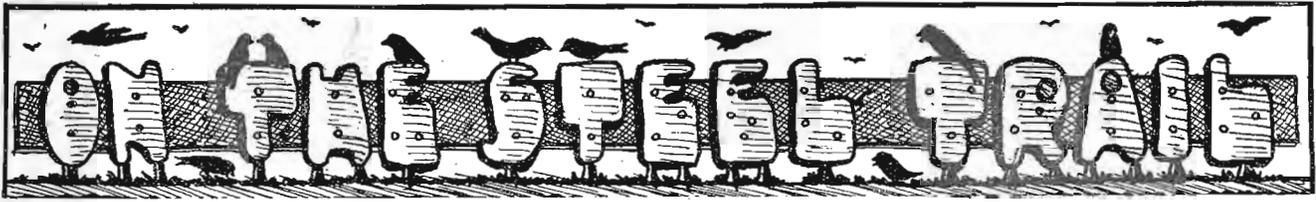
#### Chicago Club Notes

The Fullerton Avenue Building girls packed fifteen Thanksgiving baskets, using the kitchenette of the Club Rooms for the purpose.

On December 16th fourteen of the Fullerton Avenue girls gave a supper in the Club Rooms. It was in the nature of a basket social, the girls making their coffee, and heating some of their good things on the electric grill in the kitchenette. After supper, the Rules of the House were observed by the guests in putting everything in order in the service room, after which games, singing and dancing were enjoyed until 10:00 P.M. Those present were Misses Mary Maney, Lila Magee, Anna C. Olsen, Hazel Dillon, Louise Mack, Marguerite Skuse, Clara Wood, Clara and Hazel Gustafson, Ethel Haynes, Catherine Richland, Mrs. Verna Kulton, Mrs. Nona Kraemer and Miss Etta Lindskog. The general verdict at the end of the party that it was the most successful Christmas party this group of girls had ever had, and the use of the Club Room was voted to have been the chief contributing feature thereto.

The girls of General Offices in the Union Depot and Fullerton Avenue Building solicited a special "dime fund" contribution from the office forces, from which upwards of two hundred dollars was raised, to be used for Christmas

(Continued on page 46)



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

The Iowa Division roundhouse clerks Ada Olsen of Council Bluffs, Dorothy Gaumer of Manilla, Herbert Langdon of Perry and Ona Grassfield at Atkins attended a staff meeting at the office of Master Mechanic W. N. Foster at Marion, November 25th.

District accountant C. V. Hammer of Cedar Rapids was present. The time was spent very profitably in going over accounting matters.

The visiting clerks and local office clerks were guests of Mrs. Alice Cornelius for lunch.

R. P. McGovern and Mr. Walter, Time Inspectors from Chicago are in Marion checking for two weeks last part of December visiting over the accounts of the Marion office.

T. H. Lynch, Agent at Delaware, was off duty relatives in Minnesota. F. F. Sorg relieving.

Mr. and Mrs. Bert Klumph of Marion have gone to Los Angeles, California for an extended stay, visiting their daughter Mrs. Lucille Curtis.

Mrs. Ona Grassfield has taken a clerical position in Master Mechanics office at Marion. George Struck takes the vacancy in Atkins roundhouse office.

Agent M. E. Burns of Green Island, was away on one of his brief vacations visiting his mother at Volga City, Iowa.

G. W. Newlin, Agent for the Company at Viola for eighteen years, passed away Thursday, Nov. 2nd, after a prolonged illness. Mr. Newlin was a faithful conscientious employe whose passing is regretted by many friends.

Fred Newlin and C. J. Newlin, Train Baggage men for the Company are sons of the deceased. We extend sympathy to the bereaved ones in their sorrow.

About forty members of the various accounting departments of the Milwaukee railroad in the sixth district come to Cedar Rapids, Dec. 13th and 14th for a two day reunion and banquet. Those who came to the reunion are all members of the consolidated department that was for a short time located at Cedar Rapids.

The banquet was held in the Hotel Montrose. C. V. Hammer, who was head of the department, and A. C. Daake of Ottumwa arranged for the reunion. Savanna, Dubuque, Marion, Des Moines, Sioux City, and Ottumwa were represented at the meeting.

Operator R. E. Ogg of Oxford Jct., has taken an extended leave of absence to engage in other business. Operator J. F. Lindmeier has bid in the vacancy.

Mr. and Mrs. L. A. Patton of Marion, visited several days with relatives at Hartley, Iowa. Supt. and Mrs. J. A. MacDonald of Madison, Wis., visited several days with friends at Marion and in vicinity. They formerly resided in Marion.

Mrs. J. F. Briggie, wife of conductor J. F. Briggie, was struck by an auto at Marion, sustaining severe injuries to her left arm. She is improving satisfactorily and the arm is expected to be alright before long.

Operator Mac Stewart visited Mr. and Mrs. Harry Kennedy at Hammond, Indiana. Mrs. Kennedy is a daughter of Mr. Stewart. A new grandson was the principal attraction.

Conductor J. R. Brown has resumed work after being off a long time on account of injuries received at Green Island. The boys will be glad to welcome him back.

Mr. and Mrs. R. L. Taylor of Marion, spent Thanksgiving with friends in Chicago.

"Jack" Anderson, Section Foreman at Oxford Jct., is taking a two months vacation and while off will visit relatives at Winnemucca, Nevada and San Diego, Calif.

Ye Scribe is away on an extended vacation in California and the news items from this division will be written by E. E. Edwards of the Marion office.

Train baggageman Ed M. Taylor has resumed work on No. 3 and 4 after returning from vacation spent in Seattle, Washington and other points.

T.B.M. C. H. Hayward on the Monticello-Davenport run is off duty account sickness. H. E. Deischer is on the baggage job and S. E. Nelson relieving Deischer.

Passenger brakeman Fred Holsinger is off duty account sickness.

Conductor F. E. Pike on the Maquoketa-Davenport run is off duty account sickness. Tom Costello relieving.

Conductor A. J. Fuller is off duty account sickness. M. F. Burnham relieving on No. 4 and 3.

Conductor J. R. Brown has resumed work on the main line after being off for several months account injury.

Brakeman Art Wellinghoff who has been off duty several weeks account an injury has returned to work and has taken the Savanna-Nahant with conductor Freeze.

Passenger brakeman George Adams has taken an extended leave of absence on account of his health, and has gone to California.

L. G. Fitzsimons has gone to Chicago to run baggage on Nos. 3 and 4 with conductor F. S. Craig, relieving W. T. Hummell, who has taken the flagging job on same train in place of Adams.

Passenger brakeman Peterson and Orvis have gone to Chicago to take runs on 3 and 4 account slack business on the extra board.

Conductor A. E. Young and brakeman C. F. Ferris have been assigned to No. 90 and 97 between Monticello and Oxford Jct.

H. S. Crist has been assigned to the braking job on the Dubuque-Nahant run with conductor Brown.

Conductor C. W. Rollins on the Calmar-Monticello wayfreight was off duty a couple weeks. We understand that Charlie took this occasion to get married although we did not hear the particulars or learn the lady's name. The Magazine extends congratulations.

### Fullerton Ave. Building

J. T. Griffin

A. H. Payne, Head Clerk, Claim Checking Bureau—Auditor Overcharge Claim's Office, entertained the clerks of his Bureau on Nov. 13, 1924. The party was given in appreciation of the good work done during the past year and keeping the work in the Bureau up to date. A most pleasant evening was had by all present. Mr. Geo. Reck sang "Poet and Peasant", being accompanied on the piano by that talented artist, Ed. Leever, the Shiek of the Bureau. At the conclusion of the solo, Mr. Payne congratulated Geo. on his wonderful voice. Siam Stotland owing to his fondness for his Ostermors and due to a heavy cold having settled in his right arm, was unable to render what is claimed by music critics to be his master piece L-A-R-D. Fred Wagner and Elmer Berry sang, "If the rain

makes the flowers so pretty, why don't it rain on me."

It is to be regretted that Ed Leever missed most of the program, owing to his inability to keep awake after 8:00 P.M. Red Anderson was master of ceremonies and kept all the boys from smoking except himself. We wonder why this party was held during Mrs. Payne's absence from the city.

Some of the boys of the ticket auditor's office having heard that Leo. Santoski and W. G. Schwarte had never hunted or bagged the elusive snipe, decided to entertain them with a good old "Snipe Baggers" party, and by pre-arrangement, the party assembled at Kedzie and Lawrence Ave. dressed for the hunt, with the exception of W. Berman, who was arrayed in his Saturday-go-to-Synagogue clothes, and drove from there to a Wayside Inn near Roselle where dinner was served.

After dinner R. Chessmann piloted the hunters to a nearby field, renowned for its abundance of snipe and the party was divided as follows:

Chief Bagger—Leo. Santoski  
Asst. Bagger—W. G. Schwarte  
Talleymen—Art Freitag  
Talleymen—Harry Krumrei  
Snipe Chasers—Tony Rocco  
Snipe Chasers—E. Lukes  
Snipe Chasers—Bernie Lindner  
Snipe Chasers—J. Pesano  
Snipe Chasers—W. Berman  
Snipe Chasers—Ed. Kusch.

Instructions were given to Leo. that a whistle would be the signal that snipes were sighted and that he should wave his lantern vigorously to attract the bird to the bag. He was also informed that by whistling himself, he would add greatly to the attraction. The remainder of the party then formed a large semi-circle with the bag as its center and the hunt was on.

The circle slowly converged towards the Chief, H. Krumrei and E. Kusch, falling into ditches while doing so, but had only gone a short distance, when a whistle was sounded and the swinging of the lantern was seen in response, but was immediately followed by yells of distress from the swinger. On hurrying to the spot, they found the chief in the hands of a sheriff and his deputy, and the party was informed that they were under arrest for hunting after sundown, with a light and without a license.

The boys attempted to pacify the sheriff by informing him that this was their first offense and H. K. produced a fishing license, but even a county sheriff knows that fish are not caught in cow pastures. All these appeals were of no avail, and the entire party was paraded back to their cars. Here another deputy was met, who produced a suspicious looking bottle, which he claimed to have found in Schwarte's car. Schwarte immediately denied this accusation, claiming that he never carried bottles in his car as they were too easily broken, but 'twas all in vain and the entire party was marched to the Inn.

On arrival the sheriff phoned for the judge, but was informed that he was away from home, whereupon the sheriff stated that as he was unable to get in touch with the judge, it would be necessary to hold the hunters in the Hoosgow over Sunday. However, with the intervention of the H. and R. Chessmanns, two influential residents of that district, the sheriff was finally induced to release the culprits.

call them "switch lists"? On the large stage of the ball room there was a real engine cab with all the trimmings; the trap drummer of the orchestra was ensconced in this. The bell of the engine gave the signals for the beginning and ending of the dances. The stage was lavishly decorated with evergreens, with colored signal lanterns serving as footlights. At the left of the stage was a real semaphore which served to announce the next dances. For the waltzes the lights of the hall were dimmed to simulate moonlight. Altogether there was no lack of the railroad atmosphere about the affair.

Noah Waldron, Assistant Foreman at the Docks; is showing some very suspicious signs of late. Not only does he loudly complain of the tasteless restaurant grub and sigh for real home cooking; not only does he carry on mysterious telephone conversations when he believes himself unobserved; but he is beginning to inquire as to appropriate feminine Christmas presents; and he is known to frequent a certain neighborhood in the South K Street District almost every evening. Putting two and two together, our readers will believe us justified in putting our famous detective bureau on Noah's trail and we anticipate that there will be some startling developments in the near future. Our readers may depend on us to keep them fully advised.

### Dubuque Shops Jingles "Oosie"

The fourth day of December we shall always well remember, for 'twas on that lovely day that we had the chance to say "How dee do?" and shook the hand of some of the best ladies in the land.

Mrs. H. E. Byram came to us (C. M. & St. P. Women's Club, her mission was). And to say we think her great is a term too mild to state—an inspiration to us all; on her work may good befall.

And our editor Mrs. Kendall, too—we sure do think a lot of you. Visit us again some time, come in the good old summertime. And we'll show you our city (of which we are proud), give you a picnic and have a big crowd.

Mrs. Scott, from Milwaukee, we enjoyed you and hope in your club success comes to you.

Have you heard the very latest in the world of radio? If you want to see a real set, to McGough's house kindly go. Mr. Pat purchased a new kind—a superheater one. It must have an engine attachment, so the doggone thing will run.

Frank Frick, our Timekeeper artistic, is great for gardens and such; ask him about the tulip bulbs and get your self "in Dutch."

We have two would-be wrestlers—Schwartz and Baumhover by name. Who one noon (after their bean sandwich), decided to win themselves fame. Lewis (like his namesake Strangler), got through with a lot of crust; but Herbert (trying to take off Zybyzsko) was thoroughly trounced in the dust.

Myrt and Sully in the moonlight—walking side by side; talking, laughing, whispering, planning—with Cupid as their guide.

Of the Bowling Team of the Foremen, we don't hear much of a report; except now and then a big dinner—begins to look like that's their main sport.

How do you do 1-9-2-5, how do you do?

How are you 1-9-2-5, how are you?

How'sc it feel to be so young?

What good luck have you done brung?

What's the story to be sung?

How do you do?

Now turn over to page (I don't know what!) But it's about the latest event—DUBUQUE CHAPTER C. M. & St. P. WOMAN'S CLUB, and how big over it went.

## PILES CURED WITHOUT SURGERY

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

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

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BEFORE YOUR CASE BECOMES INCURABLE

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

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

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

### BANK REFERENCES

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

Liberty National Bank	Missouri Savings Bank	Home Trust Company
Gate City National Bank	Columbia National Bank	

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

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

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PARKVIEW SANITARIUM

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KANSAS CITY, MISSOURI

## River Division News

M.M.

As the old year kicks out and with the advent of the year 1925, new hopes, new aspirations and better and bigger things are hoped for,—not only from a personal view point but for the Milwaukee Company—So here's wishing our Editor, Mrs. Kendall, and all the readers a prosperous and successful New Year.

During the cold weather which was of short duration, the service on the C. V. Division was slightly impaired due to the ice blocking the Pontoon Bridge and could not be closed. However, service was restored to its normal condition within a few days.

Special equipment inspector James Hayes spent a short time at Wabasha, managing the erection of the coal shed which was undergoing repairs. Mr. Hayes is kept very busy with construction work.

District boiler inspector H. J. Wandberg made inspection visits on the River Division within the past month. Somehow or other I always thought Mr. Wandberg rather smiled with approval on River Division folks and doings but this time! My, what a blizzard he did leave.

District safety first inspector Mr. Esch made his regular inspection visits on the division and held safety first meetings at Minneapolis and Winona. This safety first movement certainly should meet with approval of everyone and be sponsored by everyone.

Machinist Will Shepherd has disposed of his house but we trust that this will not mean his departure.

Trainmaster J. W. Blossingham has been on the C. V. and Wabash Divisions the past month—Better be well supplied with snow shoes, etc., if you venture out with Mac.

## Chicago Terminals

Guy E. Sampson

Well the long winter evenings are here and parties of all kinds are all the go. The big event so far was the B. of R.T. dance given Dec. 13th by Majority Lodge No. 119. Officials of Chicago Terminals and a hall full of other employees gathered at the hall at 9:00 P.M. and tripped the "Light Fantastic" till the wee small hours. From the stand point of getting better acquainted as well as a financial stand point the affair was a grand success. Was Supt. Whiting there? I'll say he was, as well as the rest of the officials, yard masters and all. When we took notice of our silver toned telephone operator from Western Avenue and yard master Walthers waltzing we decided it was no use for us to compete for the prize, so we left early and did not stay to see who really did receive the much coveted first prize. The engineers and firemen with their wives and sweethearts were also there in a good number. The next big dance will be that given by the Ladies Auxiliary to the B. of L.F. & E. which will be given the latter part of January or the fore part February. Exact date not yet set but those who were in any way detained from attending the trainmen's dance must vow to meet us all at that big affair. Watch for the date as it will be well advertised in plenty of time. All ladies may wear their best dresses as the engineers have promised to leave their engine clothes at the round house and come dressed for the occasion. So don't miss it.

Switchman Roy Schuler is the proud daddy of a 7½ pound son. Congratulations. Oh, yes—we all smoke.

Vosburg and wife also report a daughter born to them. More congratulations, and more smokes.

Max the second trick caller at Bensenville round house has departed for the Golden West and was not sure whether he would locate at Los Angeles or Hollywood, all depends so he said on leaving these parts.

Mrs. Caneen visited her relatives at Cedar

Rapids, Iowa this month.

Since Mr. Eastman the janitor at the North Hump office has opened up a first class eating place the employees in that part of the terminal get warm cats every day.

Eddie Burger was called to Portage, Wisconsin, Dec. 10th to attend the funeral of his younger brother Russel, aged 14 years. Sympathy of all employees is extended to the bereaved family.

Yard master Walter Christianson has moved back to the city having purchased a delicatessen store which Mrs. C. will manage. From all reports business opened up quite brisk as it is an old well established stand.

Switchmen Wiggs and Elsworth have also purchased a store at Manheim and all expect to see them do well in the little rail road town as there is very little opposition and a first class store there will save the residents many a long trip to the city. May all the above named employees succeed in their new businesses.

Employees and travelers who had the pleasure of riding over the Bitter Root mountains in 1911, as we did, riding over trestles between two and three hundred feet above the silver thread of water beneath, sure enjoyed Nora B. Decco's "C.C.120" story in December Magazine. Long live McGaffey and may Nora B. relate more of his much enjoyed tales of his rail road experiences.

Our "Lily of The Valley" is sure some news gatherer since we are informed through her items of December that one of our Chicago Terminals employees is the proud daddy of a son. Still we can't give her all the credit for we are still of the opinion that "Grandma", who still resides, in the old home town gave Lillian a tip on a piece of news regarding an old Valley employee. All right we are all going to congratulate both Mr. and Mrs. Stoddard on the arrival of a son. Long may he live.

Are the Ladies C. M. & St. P. Chapter No. 3 doing things? Well we should say so. Injured employees who are laid up at home can tell you how they appreciated the flowers the Chapter so thoughtfully sent. It sure is a work in which every lady who is eligible to membership should assist in. At their last meeting almost 100% of their members were present and listened to the talk given them by Mrs. H. E. Byram. As soon as suitable club rooms can be obtained for the club we feel certain that they will be able to give entertainments that will be profitable for the club as well as furnish a source of pleasure for the residents who do not care to travel to Chicago and back for an evening's entertainment. To show their appreciation of what the Club Ladies are doing and to assist them in their good work employees who were born boys and can't belong to the club contributed a nice little purse just before Christmas. Long live the Club and may every employee back them to the last minute.

Jas. R. Miller was among those who were given a short lay off before the holidays and he took advantage of the time off and visited his aged father, wife, and other relatives in Wisconsin. Jim is a car department employee.

Again we tried to get some news from the Superintendent's office but we finally decided that a clam has nothing on the employees in that office when it comes to keeping mum. They simply won't talk on any subject that would interest the readers of the Magazine. And we can't find out why. Oh, well the old saying is "If at first you don't succeed, etc."; so we won't give up in despair for who knows Joe might some day get married or Jerry give us a little item or Thor forget himself and say something that we could make an item out of. Who knows? Here's hoping.

Handsome (Hanscom) reports a very enjoyable visit in So. Dakota on a belated vacation but failed to bring back any pheasants. Game warden scared him out so he says.

Leetha don't you know that night air is bad for the throat?

Our jovial telephone operator Mrs. Marie Miller says bridge is easy when you get 13 diamonds. Thirteen is her lucky number as she has lost that amount. What?

Mr. Ford (not Henry) has taken to smoking El Roitano, says they make him look more mannish than a cigarette and besides Gene Lyons our genial District Storekeeper has been furnishing same.

We had such a good write up about an important wedding last month but some way it was left out in the printing, but I guess it isn't too late to offer our congratulations to Mr. and Mrs. Jos. O'Connor who were married Nov. 12. Mrs. O'Connor is our former Florence Donohue of Mr. Ingraham's office.

## Iowa Division

Ruby Eckman

Viola Geraldine was the name given to a little miss born December 7th to Mr. and Mrs. Leonard Smith of Perry. Leonard is on the round house force.

Engine foreman Dell Coltrin's wife has been sick for several weeks and underwent a serious operation at a Des Moines hospital the latter part of November.

Conductor O. R. Taylor was in Washington Boulevard Hospital in Chicago the fore part of December for an operation.

Traveling engineer J. P. Lutze has been busy the last few weeks giving the firemen on the Des Moines and Iowa division their examinations for promotion to engineers.

Kenneth McLuen, son of Engineer Carl McLuen, who is a student at Drake University and who has played full back on the Drake squad for three years had a fine trip in November. Kenneth went to Florida with the Drake team for the Thanksgiving day game and on the way home attended the Army-Navy game and had a visit with President Coolidge at the White House. Kenneth has been doing some fine work on the team.

E. W. Young an inspector working out of Mr. Sillcox's office, was in Perry the latter part of November on business. E. W. has a lot of friends around Perry who are always glad to see him.

The transfer of assistant foreman Fred Dollarhide from the Perry round house to the position of General Round House Foreman at West Clinton, made a number of other changes in the foremen at Perry and Council Bluffs. Lawrence Gallagher who has been an assistant foreman at Council Bluffs takes Dollarhide's place at Perry. W. G. Hamilton who has been a foreman at Council Bluffs went to Manilla as foreman in place of A. A. Brown who was made supervisor of valve motion. A. C. Law took Hamilton's place at Council Bluffs and D. C. Low was made assistant foreman at Council Bluffs in place of Gallagher with Mr. Coffman a new man on the force in place of Law who went to the day job. The changes meant promotions for all the men.

Steps have been taken for the formation of the Perry chapter of the Chicago, Milwaukee & St. Paul Women's Club. The selection of officers was made the early part of December with Mrs. L. A. Turner as President, Mrs. W. T. Murphy and Mrs. U. M. Foster as Vice Presidents, Mrs. John Heinzleman, Secretary and Mrs. George De Dual as Treasurer. The membership committee have been doing some active work and the prospects are the chapter will be started with a good membership. About twenty-five ladies accepted the invitation of the Marion Chapter to be present when their organization was completed and when the general officers were present. They made the trip to Marion on December 13th and

were wonderfully impressed with the information they gleaned in regard to the aim and object of the club. All concerned were glad to see Marion starting out with such a fine membership and it will be their aim to go Marion one better when they get started. The formal organization will be affected some time in January.

John Garrity, Roadmaster on the West Iowa Division, has taken a leave of absence for the winter and B. J. Deneen of Austin, Minn. has been appointed to take his place during his absence.

Conductor L. G. Honomichal was called to Wilson, Kansas, the early part of December by the serious illness of his father.

Robert George De Graote is a new fireman or at least a potential fireman as he arrived November 21st to take up his abode at the home of fireman Robert De Graote.

Brakeman R. A. Judd and brakeman Verl Crain and H. L. Leintz drove to Florida the latter part of November, expecting to work there this winter.

J. F. Kester, a Switchman on the Manilla yard force, was injured so severely that he died the latter part of November. He caught his foot in a guard rail and was injured internally. Burial was made at Manilla.

J. J. Allwine who has worked in the B. and B. department and on the round house force for many years, died at Washington Boulevard Hospital the latter part of November. Burial was made at Perry.

James Norton of the Tacoma, Washington Locomotive department offices, was in Perry the latter part of November, enroute to a Chief Clerk's meeting in Milwaukee. He started his railroad career in the Perry round house office a good many years ago.

Mrs. E. A. Needler, wife of the third ticket clerk at the Perry depot, passed away November 18th at the hospital at Iowa City where she had been for some time for treatment. She had been in poor health for several years.

Engineer John Gilligan's wife was up to Belvidere, South Dakota, to spend a few days with her son who is on a farm there.

The last item for the column is an account of the most important event which transpired around the offices during the last few weeks. It is the record of the marriage of Miss Irene Stapleton and Mr. E. M. Dillon which took place at St. Patrick's Church in Perry on November 18th. The bride is the stenographer in the office of Assistant Superintendent L. A. Turner and the man of her choice is an attorney, practicing at Perry. The young couple were attended by Miss Ruth Crinnigan of the freight office force and Attorney John Pandy of Des Moines. Following a wedding trip to Minneapolis the young people were at home at Perry. Irene will continue in her position in Mr. Turner's office. A number of very nice parties were given complimentary to her before her marriage.

**Northern Montana Division**  
*Anne B. Taylor*

The "5" o'clock Club, have at last realized their goal. The citizens of Lewistown and Fergus County can thank such employees of the C. M. & St. P. R.R., who went ahead and called themselves the "5" o'clock Club, giving dances, where they raised enough money to put the old clock in the Fergus County Court House back into commission. The club derived its name from the clock itself because when the clock stopped, it died on 5 o'clock.

Business has been very good on this division this fall, with the large amount of stock moving, and a good yield of wheat, it kept the train crews quite busy. There were brakemen borrowed from other divisions, as well as engineers to handle



# Simplicity

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# KERITE

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NEW YORK      CHICAGO

it all, but now as business is once more back to normal, they have all returned to their respective divisions.

The farmers of Fergus County are busy putting in their 1925 crop, and reports are that there is a larger acreage being planted than the last. Here's hoping they have all kinds of good luck,—and if they do, it will bring new settlers, as well as some of the old ones, who had to leave account of the run of poor crops, year after year.

Patrick J. Tobin is back on the Winnett line now since his car is pulled off. A lot of the old timers who make frequent trips to town from that line can always enjoy a story or two that P. J. has stored away, and it seems a story told by this "Young" old Irishman always seems to be enjoyed by all. "So help Me".

The old timers have some queer ways of predicting the kind of winter we will have. Here are a few of them, rabbits have longer legs, which indicates a lot of snow. Prairie chickens have very few feathers on their feet, and that the fur on the throats of the singing coyotes is shorter than usual, the hair on the north side of the squirrel is shorter than usual, indicates mild weather, while another said the snow shoe berries are showing a larger spread of toes than ever shown, indicating a lot of snow. Taking everything under consideration, they predict we are going to have weather that is cold and warmer, with deep snow but bare ground.

George Redding formerly Agent at Highwood, has resigned to go into the insurance game at Great Falls. Good luck to you, George. There will be some shifting of agents account of George leaving, and the closing of stations, will give you new line up in your next issue, as they should be placed by that time.

"Happy" Hatton the clothing salesman, but who has a side line gathering the "cocoanuts" as a brakeman during the fall rush on this division, had the distinction of handling a line of clothes that takes an acetylene torch and a cold chisel to take off you in case you are caught in a rain storm, these same clothes were guaranteed to shed water and to withstand the hardest of usage. I myself believe "Happy" would develop into a top notch actor, as he is able to mimic anyone he comes in contact with. Ask him the price of second hand cars in Chicago, especially the "MOON".

The "Little Man" who goes by the name of R. P. Pirie was rolled on the Harlowton local by "Hook" McVey, who in turn was bumped by P. J. Tobin, on the Winnett run.

The guessing as to who will be our next president is now an event of the past. There were a good many absent ballots cast in the states that have that privilege, and if the absent ballots were counted the day before election, they say that LaFollette and Wheeler would have won in a walk.

Mr. and Mrs. Henry Gilham and daughter of Wausau, Wisc. have returned home after spending several weeks visiting their son Roy Gilham, fireman on this division, at Lewistown, and friends at Deer Lodge. Roy's father, better known as "Hank" is an old time engineer on the Wisconsin Valley Division.

### Missoula Division News

Dave Saunders who has been over to his ranch in the Wenatchee Valley, tending his apple crop, is now with us again.

Howard C. Bennett was called to his home in Wisconsin by the death of his father.

Howard C. C. Hügel, Clerk in Yard Office, is taking a short leave of absence, spending it at his home in South Dakota.

Geo. Davenport is back to work after a ten days vacation, sporting a new hat. Sh—Every body hide your cigarettes.

Master Shield Widner, son of Geo. Widner, has the distinct honor of bagging the first deer of the season. Shield got his deer before break-

fast and that is going some, while Yonke, renowned for his prowess in the woods walked 19 miles through wind and snow, arriving safely home with a "hard luck" story.

Cary Milard, our congenial conductor on the trouble-shooter, spent a few days in Avery. As a side line he is demonstrating clothing and rubber goods.

We would like to challenge the round house crew at Janesville, Wisconsin to a singing contest. We have Ronald Wright, Round House Clerk, universally known for his vocal ability. Talk about music, whiskey tenors and such, our Ronald is there?

Earnest A. Peterson, perishable freight inspector, came near being a victim of a "charcoal heater". While fixing a heater Mr. Peterson became over-come by the fumes, being rescued just in time. Mr. Peterson will be confined to bed for a few days, but we hope soon to have him with us again.

Clerk N. G. Saunders who has been over "knocking apples", got tired of his job and is now with us again.

Halin Lucas, Missoula Division Car Clerk, is kept busy exercising his seniority rights, having bid in three different jobs in as many days.

James Doughty has taken a leave of absence and has gone into business at Seattle.

Good luck to you Uncle Bin.

Elmer G. Slater, the pussy foot kid, has been assigned to a work train and he keeps it well hid.

Curley Curtis, "Bad Order, King", at Avery Yard, was transferred to Deer Lodge. We think this was done so Axel could watch him.

John Hanrahan, Switch Foreman, is planning on a visit to Spokane soon. There's something in the air, for all the switchmen have asked for short leave of absence.

### Twin City Terminals Happenings

"NAH"

"SAFETY FIRST IS FINE—but let's make it last."

Mrs. H. E. Byram, President General of the C. M. & St. P. Railway Women's Club, organized the Twin City Chapter of the Club, meetings to be held in Room No. 18, third floor, Milwaukee Passenger Station, Minneapolis, Minn.

The new chapter is one of 40 to be installed at division points of the system and the club aims to promote a better understanding among the women employees and wives of the railroad men.

Officers elected are, Mrs. L. T. Johnston, President; Mrs. J. H. Foster, First Vice President; Mrs. C. H. Crouse, Second Vice President; Mrs. G. A. Van Dyke, Treasurer; Mrs. A. S. Willoughby, Recording Secretary, and Miss Marie Quinn, Corresponding Secretary.

One and all are urgently requested to join the ranks and get together at the meetings.

The first Annual Staff Meeting of Clerks on Lines East and West was held at Milwaukee, November 19th and 20th and Minneapolis was represented by Miss Emily J. Hiddleston, Chief Clerk to Division Master Mechanic of the River Division and Twin City Terminals; Mr. B. M. Benson, Chief Clerk, South Minneapolis Shops and Messrs H. Miller and T. Halloran of the Car Department.

They report numerous items of interest discussed and many helpful suggestions brought out and hope to see one and all again at the next meeting.

Engine Yard Foreman John Hendry who was injured around the middle of March and who has not as yet been able to resume work has been on the sick list, but a phone call from him recently, assures us that he is getting along nicely and we are all hoping to see him back soon in his old harness. Best wishes, John.

Messrs R. W. Anderson and J. E. Bjorkholm were visitors at South Minneapolis, December 4th; also, Messrs Jas. Elder and J. J. Crowley.

Mr. W. C. Blase, former Traveling Engineer of the River Division, is assigned to the Twin City Terminals as Traveling Engineer and Mr. F. G. Hemsey, former Traveling Engineer on the H. & D. Division is assigned to the River Division.

Messrs. Elder and McMinn have been at Minneapolis in connection with the equipping of engine 5504 with the Automatic Train Control for the River Division.

### S. M. P. Office

"Hazel"

We don't know who "Hawshaw" was in the October Magazine but his prophecies have come true. Miss Emily Katzer now wears the well known ring on the proper finger and we all wish her the best of luck and happiness. The fortunate man in question is Mr. Howard Chandler, Special Apprentice at Dubuque.

The Chief Clerks' Meeting on November 19th and 20th, brought a lot of new faces to Milwaukee and was attended by a great many from the S. M. P. Office. It afforded us an opportunity to see what some of our boys looked like with their faces washed and all ironed out. We hardly knew Marty Krueger without his round-house complexion.

It's rather late in the season for fish stories but as we relay so implicitly on the veracity of the one who told it, it bears repeating. Johnny Wurzer of the roundhouse has a friend and Johnny tells us his friend swallows live gold fish and one can hear the fish flipping around in his internal regions after he had swallowed them. Some friend, Johnny.

Mr. Edward Lang has left the S. M. P. office and Jim Davies has taken his place.

Albert Smith of the Shop Superintendent's office thought some poultry raffle spoils were hidden in the office and started a merry chase from one end of the building to the other trying to find the source of the quacking he heard. Robertha, the janitress, had not the duck, but the quack in her pocket and our "Smitty" wasted a lot of energy chasing a quack without a duck behind it.

Earl B. McMinn, Locomotive Draft Supervisor, was very liberal with venison steaks and we hope he has another successful hunting trip.

Miss Frances Tryon, our Pass. Clerk, is going to make a little journey herself. This time it's a trip into matrimony. We don't know his name but he has good taste in girls and diamonds. Congratulations.

The railroad stenographer to her boss:—

Roses are red  
Violet are blue;  
Smoke if you must,  
But please don't chew.

Russell Bautz, the Test Room Beau Brummel, has been made Waste Inspector and earned the name of "Bags" from his co-workers.

Byron Swanson, Stenographer in the Shop Superintendent's office, has left to go to school and Miss Clarise Gergen has taken his place.

Albert R. Link, Shiek of the A. F. E. Bureau, was properly approached by a modern leap year girl from the S. M. P. office, but certainly squelched her ambitions by saying, "I'm happy the way I am." (I'll never propose again.)

We are all glad to see Frank Klug back again. He was off several weeks with a serious case of blood poisoning in his hand.

Messrs. H. E. Byram, B. B. Greer and L. K. Sillcox visited Milwaukee Shops on December 4th.

Mr. J. O. Jones, former Valve Motion Supervisor, has been transferred to Minneapolis Shops as Shop Foreman. Milwaukee is surely going to miss him.

Milwaukee Shops are certainly growing. New Car Department Power House for 6000 ft. air compressor and two 500 K.W. motor generator sets; also new 2000 K.W. turbo generator set in the Central Power House, together with cooling tower over the pool and a new hot water boiler washing and boiler filling plant. By the time this issue is printed it is expected all the improvements will be in operation.

Hooray! Henry Krueger discarded his straw hat with the fall of the first gentle snow flakes.

George Wood has left us to accept a position in Mr. W. J. Thiele's office at Milwaukee Union Depot and his place was taken by John Biller.

We hope Santa Claus brings Karl Brumm and Wm. Luebke new pipes, or that the cat walks away with them. There are pipes and pipes but for strength and seasoning I believe there are none better.

Jack Mulder of the Shop Superintendent's office is the proud father of a baby girl.

A certain automobile corporation had numerous odds and ends left after making their regular cars and put all these novelties into one car. It ran. It was sold. Mr. J. A. McCormick, Asst. to Supt. Motive Power, bought the car. He'll answer all queries in regard to same I'm sure.

Mr. TeBrake's stenographer, has changed her name from Elda Schmidt to Mrs. Volkman. Though a little late, we wish to extend congratulations.

We all appreciate the new roadways around the shops (Peck's Highways). A cow in a swamp doesn't have half the trouble we used to have.

John Macht, Unser Joe's kid brother, is now working in the Pattern Storage Building.

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

Conductor James Cunningham residing in Daventry is reported seriously ill. Marion friends are hoping for his recovery.

Conductor Amos Floyd, of Marion, has been off duty for some time, on account of serious foot ailment, one of his toes having been amputated.

The initial meeting of the C. M. & St. P. Women's Club held at Marion, Dec. 13th, was a very successful affair. The coming of Mrs. Byram, Mrs. Grant Williams, Mrs. Kendall and Mrs. Scott of Chicago to attend the meeting heightened the interest to a large degree, resulting in an attendance of about two hundred ladies.

Mrs. Flanigan, the General Chairman, assisted by the following named who acted as chairman of the various committees, Mrs. Robert Cessford, Mrs. H. C. Van Wormer, Mrs. R. L. Taylor, Mrs. Geo. H. Hennessey, Mrs. W. H. Applegate, Mrs. G. R. Barnoske, these ladies planned wisely and were loyally supported by their assistants.

Mrs. Byram and party were greatly pleased with the reception given them by the Marion ladies, and promise another visit some time in the future.

A delegation of twenty-four ladies from the Perry Chapter headed by Mrs. L. A. Turner the President, attended the Marion meeting, Dec. 13th.

They were entertained by the Reception Committee at a six o'clock dinner, and afterwards spent the evening at the home of Mr. and Mrs. H. C. Van Wormer.

Previous to the Club meeting, Dec. 13th, Mrs. Martin J. Flanigan entertained at a one o'clock luncheon in honor of Mrs. H. E. Byram, Mrs. Carpenter Kendall, Mrs. Grant Williams and Mrs. Scott of Chicago, Mrs. John Heinzelman of Perry, Mrs. M. Gallagher of Council Bluffs, and Mrs. M. Murphy of Tama.

A more detailed account of the Women's Club meeting will be found elsewhere.

**Bad Land Echoes**  
"Bill Mike"

There is a saying that too much of the same kind of stuff (and nonsense) is not good for people and for this reason and having the welfare of the entire corps of readers at heart I am shifting from a sort of rhyme to common prose. Common and coarse grained foods are supposed to be the healthiest foods of all so I intend to start the New Year right by giving you only such things as are good for you and perhaps a choice morsel now and then to sort of stimulate your appetite. Shall we make this a New Year's resolution and abide by the majority?

Everyone in this locality has been so busy getting ready for Santa and framing their Resolutions for the New Year that there has been very little doing out of the ordinary this month. Guess they were all afraid that Santa would pass them up unless they behaved themselves. But now that Christmas has passed we all expect most anything to happen.

We have heard that while John W. Allen, our genial Roundhouse Foreman was driving his Star car for the pleasure of the thing and also to give it a needed bit of exercise, it being altogether too frisky, he met a Ford upon the road. It appears that Jack had belittled the Fords in general when comparing them with his Star and all the Fords hereabout having heard of the disparaging remarks made by this owner of a Star pledged themselves to reciprocate in every possible manner and at every opportunity. This day it happened that the Ford he met had been pledged and it knew that it could go through with most anything without any damage to itself so it made a running jump and at the same time struck out with its hind wheels, side-swiping the Star and smashing several pins in its right front wheel. Now Jack wears a Ford wheel on the right side of his car as a disguise and thinks that all Fords will fall for this deception.

We are sorry to state that Matt Kretch has been sick for some time and that he was taken to the Miles City Hospital for treatment. To date he is improving very slowly but we hope that he will soon be with us with good health, and a happy smile to greet us all. Carl Staben has also been away to the Moberge Hospital. In some manner his knee was injured and he was taken to that hospital for treatment.

"Pop" Greer has been at St. Paul attending the funeral of his sister. He brought back with him many stories about the sights he saw. "Pop" says it does one good to get out and away occasionally, but that next time he goes he hopes it will be under more congenial circumstances. We agree with him fully.

Ole Grothe has been doing his own plumbing and now considers himself a full fledged plumber. He will now talk contracts and furnish estimates on any size job, from the sod shack on the claim to the modern brick block. Come and see him, all work guaranteed.

We hear that Preston's and Crowley's uncles, Tom and Jerry have been making them an extended visit. We hear they are contemplating making their home with them permanently.

The position of Night Yardmaster at this station has been "pulled off" and Bob West is again on the switch list.

We often wonder if Guy Abell, formerly of Perry, but now of Green Bay, recalls the experiences he had with Gumbo out in this neck of the Bad Lands. If he has forgotten he is always welcome to renew its acquaintance and visit with us at the same time.

Robert Fullarton and wife have gone to Chicago to spend the holidays. We wish them a pleasant journey and a nice time. Mr. Fullarton says he wants to "loop the loop" while there. But I think he is lonesome for some "Auld Scotch—Airs.

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MILWAUKEE, WISCONSIN

The "MILWAUKEE" are  
Using the Best Locomotive  
Piston Rod and Valve  
Stem Packing on Earth  
and Know It

A number of the men of this town went out to a "Turkey Shoot" (?) a short distance from town, just before Thanksgiving. Some were lucky and some considered themselves lucky, and some were unlucky twice over. It seems that the lucky ones considered themselves unlucky for a few hours as someone had flown the coop with the birds they had won. Some of the unlucky ones had taken the birds and considered themselves lucky in getting away with them, but they were unlucky again and the lucky ones were lucky in catching the unlucky ones with the birds as they were about to divvy them up. ones had been so unlucky they would not prosecute. So the unlucky were again lucky.

Harry Shields had the misfortune to have his new Jewett car tip over with him when he was "Going only fifteen miles an hour". You will no doubt remember that Harry has been advocating the balloon tire and he figured that people were not paying enough attention to his line of chatter, so he conceived the idea of turning turtle with his car to draw the attention of the passers by. (That's his story). But we think that before he makes another such demonstration he had better have a balloon top, at least the car and its occupants might have been in better shape immediately after the ordeal had he had something of that kind.

"Bill" Leaf is getting rather "Jiggys" at this day and age. He and his wife start out on a trip together. Bill soon finds an excuse to ride an engine going in the same direction, saying that he will catch the passenger train on which Mrs. Leaf is riding at a certain point down the line. Bill fails to appear and Mrs. Leaf has to go on without him. Bill got away with that this once but all the rest of you married men had better not try this same stunt because it is now pretty well known over this division and all the ladies are wised up. Don't try this stunt unless you are courting the hospital. Bill got off without a scratch but that's not saying that you can do the same.

### Twin City Terminals

Carl

At the annual banquet given by the Northern Pacific Branch of the Twin City Railway Business Women Association at the New Nicollet the Milwaukee was represented by twenty-five members and six guests, the latter being Mr. and Mrs. J. H. Foster, Mr. and Mrs. W. M. Weidenhamer and Mr. and Mrs. G. A. Van Dyke. Mr. Donnelly, President of the Northern Pacific gave the principal address. Covers were laid for seven hundred.

Mervin S. Bowker, of the Local Freight, and Mildred Langmo were united in marriage December 6th. They took a short wedding trip and will be at home in their new bungalow the 15th. Congratulations.

Births to announce this month are a boy at the home of Walter Brock and a girl at Al Wareham's.

Miss Jennie Goss of Mason City, has accepted a position in the local freight office as expense clerk.

Geo. Wheeler, Yard Clerk at South Minneapolis, passed away Nov. 20th after a short illness. We extend sympathy to the family.

### R. and S.W. Division

Lillian L

Leo. Kappas, Warehouse Foreman, Freeport, left November 18th for Great Falls, Mont., where he is visiting his father.

Roscoe Askey, Freeport, seems always to get up as if there is some attraction there for him as late as five o'clock. Fellows used to have to run after the girls, but times have changed. Ask Roscoe.

The Pacific Limited was detoured over the R. & S. W. Division on December 8th on ac-

count of a wreck at Byron Tower. Both No. 19 and No. 20 ran over this line, giving rise to numerous rumors that the new train we hear so much about being put on was making its initial trip.

The west dry span of the transfer bridge at Freeport is being removed and a wood trestle is being put in place of it.

We are wondering what the penalty is for stealing dogs. It seems someone in the freight office at Beloit swiped a fine prospect for the sausage factory, but later the owner got wind of it and made him return the canine. Something ought to be done about such things. It is getting pretty bad when even an innocent little pup is not safe on the streets and we think the abductor should be severely dealt with.

It has been reported around that Louis could whip the gigantic auditor, Mr. Waterman, but as soon as he showed up Louis emphatically denied saying any such thing.

Guess Joe Hohenthauer forgot to set his alarm one night on retiring for he recently came down about 6:30 A.M. and loaded his stuff on a truck, supposedly for No. 24. It was some time before he noticed his mistake and even went so far as to ask the Section Foreman what he was doing out so early in the morning.

A daughter was born to engineer and Mrs. Ray Dawes, December 10th.

Everyone who attended the railway employes dance on November 29th, reported a fine time and are looking forward to another one in the near future.

John Harrington, Warehouseman at Racine, passed away at Sunny Rest Sanitarium near Racine, November 15th after a short illness.

### "Where the West Begins"

By Maggie

We have a girl who tried to reduce  
Her identity I need not bare,  
But in spite of her efforts  
So I hear from the bunch  
She even broke through the seat of her chair.  
From an office near by and a bunch true blue  
The advice to this maid would read,  
Quit eating so much fruit cake and jam  
For office chairs are much in need.  
Mr. and Mrs. G. Richardson spent Thanksgiving week in Chicago.

Mrs. C. A. Carlson returned from the coast last month. Mrs. Carlson will spend the winter in Moberidge last week. Mr. Manke's wife will from appearance she will be a busy woman just taking care of "Snooze" until Leap Year is over.

Gene Warner, Trainmaster's Clerk, was called to Chicago last week account serious illness of relatives.

Mr. Manke who has been employed in General Manager's Office returned to his old position in Moberidge last week. Mr. Manke's wife will remain in Seattle until spring.

Mary continues to ride Saturdays and Sundays even though the thermometer has dropped. She too, is trying to reduce as Van says he can't afford to buy a new spring every trip.

Mrs. W. Horn left for San Francisco last month where she will spend the winter with relatives.

Mrs. Alva Price has been granted a furlough from her position as Payroll Clerk in Superintendent's office. Harold Jennings is working at Mrs. Price's desk and with Ann relieving in the Superintendent's office and Harold Fuller in her place it makes the back office 100% tough.

F. J. Campbell, Agent at Red Elm, is spending a few weeks in Seattle.

M. McChesney who has been working at West end spent a few days in Moberidge last week.

Mrs. H. W. Stroman, Car Foreman's wife, is spending a few days in Chicago. Mr. Stroman's mother will accompany Mrs. Stroman to Moberidge and probably spend the balance of the winter here.

Gale May, popular fireman, on T.M. Division, left for Chicago last week.

John Dahl has gone to the coast for the winter. How we all envy John.

M. J. Rogers is acting as private secretary to E. H. Barrett, Butte, for a few weeks. Mrs. Anderson is assisting in Mr. Fuller's office during Montie's absence.

J. L. Caldwell, Yardmaster at Mobridge, has his usual two days off this month but really did not rest up much for Jim had hiccoughs for 48 hours. Better luck next month, Jim.

B. E. Campbell, Agent, Reeder, also had a dose of hiccoughs but so would any of the rest of us, if we had 9000 dollars swallowed up.

G. E. Langbein, Agent, New Leipzig, has been on the sick list past month.

The Yuletide Season is over  
With all of its gladness and fun  
And a New Year for us has started  
With new prospects for every one  
Shall we all pull together again, folks  
For it's co-operation we need  
Or the news of the Trans Missouri  
Will just naturally go to seed.

### News From the Connecting Link

Betty

As it is too late to wish everybody a Merry Christmas and a Happy New Year we will have to content ourselves with hoping that everybody had a Merry Christmas and that everybody is living up to their New Year resolutions.

Mr. W. W. Bates, Traveling Engineer, has been transferred to the Kansas City Division, and Mr. C. H. Butler is now Traveling Engineer on the C. M. & G.

The C. M. & G. employees wish to extend their sympathy to Mr. C. C. Smola in his bereavement.

The engines in the through service West Clinton to Savanna are being coaled and watered at Joliet now. The coal chute and water tank were put into service during the first part of December.

Pat Nolan, Yard Clerk, arrived at the office on a certain Monday morning looking rather blue. Yes, it was blue Monday for Pat, he had a headache. And Pat surely couldn't account for that headache, there simply wasn't a reason for it.

Mr. Wm. Hillyer, who was head brakeman on Extra 8306 east, on November 14th, is deserving of special commendation, for his watchfulness, as he discovered a piece of timber 8"x8" and prevented this timber from going through the stoker.

Fireman Elmer Glenn, Leo Fitzpatrick, and Frank Moore have been very busy men studying for examination for promotion to engineers. They have taken the machinery and air examination and are now getting ready for the train rules examination.

Mr. A. E. Mitchell is beginning to worry about his complexion again now that it is getting cold. Won't somebody please send Mitch a powder-puff?

Mr. Wm. Seeman stopped the other day just long enough to say hello, and goodbye. Chicago seems to agree with him.

Mr. W. D. Mohr, Agent, accompanied Mr. Averrett, over the Line East of Joliet, December 8th.

We understand that Mr. J. H. Hendrickson has a new traveling bag that he uses around the railroad. Isn't it wicked extravagance to use a handsome traveling bag in that manner, Mr. Hendrickson.

Lost, strayed, or stolen one pair of blue overalls belonging to Mr. Gradt. Finder please return to trainmaster's office and receive reward.

### News From the I. & D. Division

J.L.B.

Mrs. A. L. Kirby, wife of conductor Al. Kirby of Mason City, underwent a very serious oper-

ation at the Mercy Hospital. We understand that she is getting along as well as can be expected. The many friends of this popular woman extend sympathy and are in hopes that in the near future, her health will be entirely restored.

Miss Carrie Bradberry, daughter of conductor Bradberry, suffered a painful injury to her back, when the auto. in which she was riding collided with another car at the intersection of 4th St. and Delaware Ave. Miss Bradberry is getting along fine and will soon be able to resume her work.

Mrs. Ruby Potter, Chief Clerk in the office of the Master Mechanic, returned Sunday from Milwaukee, where she attended a meeting of chief clerks of the mechanical and car departments.

Miss Nellie Carney, Timekeeper in the Master Mechanics Office, gave herself up to the knife one day last week when she underwent a surgical operation for the removal of her tonsils.

Fred Isenberg, Clerk for our line at Sanborn, Ia. was a visitor in Mason City recently.

Operator T. Myllerberg, who has been working 3rd trick at Sheldon, was suddenly stricken with Brights Disease and his death came 12 days later. He was 34 years old and had been in the employ of this company for about 6 years. He was loved and respected by all who knew him.

The remains were taken to Kennedy, Minn., the home of his parents for burial.

### Dubuque Division

J. J. ReLihan

One consolation; it'll only be about three months till spring, but the Indians say that we are going to have another summerless summer.

Several changes took place in the personnel of the track department during the past month. Frank LaTronch has been appointed Section Foreman at Spring Grove, O. Rongstad at Waterville, Ed Noel at Reno and Wm. McDonald at Prosper.

The many friends of Vic Hagensick, for a good many years passenger brakeman on this division, but lately employed as a switchman in the Burlington yard at LaCrosse, will be grieved to learn of his death the latter part of November, resulting from the effects of an operation a few days previous.

Agent Fred M. Intlekofer of Waukon took a well earned vacation and spent several days with relatives at Fairmount, Minn.

Telegrapher Joe Gerkey is filling in on second trick at Guttenberg while Johnnie Degnan has charge of the station there.

In the Lansing Journal of Dec. 10th, under the heading of news items 35 years ago we note the following: "The friends of William Cutting, will be pleased to know that he has become a regular passenger conductor on the C. M. & St. P. Ry." Billy is still with us and looks like he is good for another 35 years.

Conductor Charlie Merwin has taken the Dubuque-Savanna run, and Dave Laury is now on the run vacated by Mr. Merwin.

Agent W. H. Wyse of Waukon Jct., laid off for a week or so and went to Clinton, where he attended the Masonic Consistory and took the 32nd degree.

Ticket agent V. G. Drumb of Marquette was under the weather for a week, suffering from an attack of the grip which is prevalent in this vicinity at present.

Engineer "Bob" Lang has given up his run on the road and is now a foreman in some department at Dubuque Shops. Joe Chaloupka has taken Mr. Lang's run, and "Jack" White is now on No. 4 and 33 between Dubuque and LaCrosse.

Conductor Sylvester LaTronch submitted to a surgical operation at Mercy Hospital, Dubuque last month, and reports are that he will very

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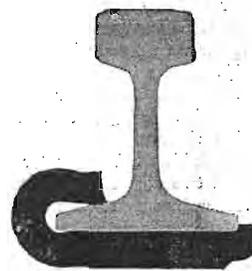
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shortly be again in condition to resume work.

Section foreman Larry Lanigan of Waukon Jct., has been laid up for about two weeks suffering from blood poisoning in one of his hands.

Telegrapher J. C. Freyhaige of Marquette Yard, was called to Apple River, Ills., Monday, Dec. 15th, on account of the serious illness of his father. Bob Wilkinson is handling the yard job during Joe's absence.

The Women's Club of Dubuque, have a dance advertised for Friday evening, December 19th, music by the Dubuque Shops Orchestra.

Conductor L. E. Dunham met with a very unhappy surprise when he got in off his run Saturday evening, Dec. 13th, his home being quarantined, and his wife and seven members of the family being down with diphtheria, although in a mild form.

### Seattle General Offices

Marie E. Cleary

We overlooked wishing everyone a Merry Christmas last time, as it didn't seem possible that Christmas was so very near. We had such glorious weather that it seemed more like early spring than late fall. But anyway, we hope you all had a wonderful Christmas and will continue to have the very best New Year all through 1925.

In December our gorgeous new hotel—The Olympic opened, and such a place as it is! Beautiful, marvelous, magnificent—there aren't enough adjectives in the dictionary to half describe it, and you'll all have to make a trip to Seattle to see for yourselves. Our idea of the height of affluence would be to stay a month there. We notice that the cafeteria is well patronized by the general office crowd. It sounds grand to say that "I've just had lunch at The Olympic Hotel".

Mr. J. M. Gilman, so far as we know, hasn't done anything more exciting than usual—but he wanted his name to appear in the Magazine, so there it is.

Mr. Peter Plinck has accepted the position of statistician in the General Manager's office, and Mr. James Carney has come over from Mr. Barrett's Office at Butte to take the position of Secretary to the General Manager.

The Milwaukee Club held their second party since its reorganization, which was a dancing party at Queen Annehall, and by the number who turned out for the dance, it looks as if the Club were going to prove a great success. The next party is to be the 8th of January and the committee tells us that it's to be a hard times affair and they promise heaps of fun.

Miss Claire Shappee of the Traffic Department, is at present on her vacation, and from all reports, she's occupying her time as First Assistant to Santa Claus.

Miss Gladys Daly is spending Christmas in California—midst the sunshine (or rain if they have any "unusual weather") and orange blossoms.

Mr. Pierpont and Mr. Haynes of Chicago, were here on a business trip recently.

Anyone who has a hankering to feel the thrill of skimming over the icy crusts behind an honest-to-goodness Alaska dog team with an Eskimo for a driver, should take a trip to Rainier National Park this winter. Kakisenoruk, a full blooded Eskimo from Deering, Alaska, some 250 miles north of Nome, with his team of fourteen huskies will be at Longmire to take passengers for frosty rides from the Inn there to Nisqually Glacier and to Paradise Inn.

### S. M. West Notes

Ray H. Hoffmann

W. Goudy, of Madison, attended a meeting of all Local Storekeepers held at Milwaukee, Wis., the early part of November. Mr. Goudy is quite well acquainted in Milwaukee, so we are rather surprised that his wife would let him go alone.

John M. Oxley, Train Rules Examiner from Minneapolis, spent a few days at Madison recently. Mr. Oxley used to be Train Master on the S. M. Division, and is well known and liked on the S. M. West. We are always pleased to have him call on us.

Ye Scribe had the pleasure of making the acquaintance of station agent Brown of Hewarden, Ia., while in that city recently. Glad to meet you Mr. Brown.

Dan Lawler, Pass. Condr. on the M. & B. line, returned from a week's hunting with his son, Joe, at Woonsocket, So. Dak. We understand Dan found the hunting first rate.

Nels Moe, Agent at Winfred, returned from a week's lay off which he spent at Sioux Falls, So. Dak., where his wife was a patient at the Moe Hospital. Ed. Lucas of Howard relieved him while away.

Station agent Tony Malek and family of Vienna, spent Thanksgiving Day at the home of his parents at Lakefield, Minn. Tony said he couldn't resist the temptation of eating Thanksgiving Day Dinner at home.

Peter Nerdahl and wife of Madison, spent Thanksgiving with his daughter and son-in-law at Flandreau, So. Dak.

M. L. Medinger, Special Boiler Inspector from Minneapolis, put in a few days at the Madison Roundhouse recently, looking over the boilers.

The following appeared in the Chicago papers under date of Dec. 5th, 1924—"Receipts of hogs at Chicago, this week are by far the largest on record. Total arrivals for the week, 380,000 as against the previous top record of 334,000 the 1st week in January 1916." In connection with this we wish to state that the S. M. West turned over 94 carloads of stock, loaded at points along the division, to the S. C. and D. Division at Egan and Madison for the Sioux City and Chicago markets. This we believe is a record to shoot at.

A Safety First Meeting was held in the Passenger Station at Madison, Wednesday evening, Dec. 3rd, 1924. The meeting was well attended, about 35 employes being present. Chief Carpenter Hanson of the H. & D. Division, who

happened to be moving the depot at Wentworth at the time, was invited to attend the meeting and was prevailed upon to give a little talk. Chairman E. A. Meyer gave some very interesting examples of Safety-First practices and Dist. Safety Inspector W. F. Esch gave a nice talk on the importance of always doing your work in a safe manner. Luncheon was served at Jack's Cafe after the meeting, same being very much enjoyed by all.

Roadmaster John S. Healy of Madison, returned from Washington, D.C., where his son, Sergeant Robert Healy, who has been in the army the past five years, died on Nov. 20th at the Walter Reed Army Hospital. We extend the sympathy of the S. M. West to Mr. Healy and family in their bereavement.

Conductors Eli Winesburg and Mr. Torbert of Madison, have accepted steady passenger runs on the East End. We are sorry to see these two fine fellows leave us but are certain that they will fast make friends among the S. M. East boys.

Two new electric motors have been installed at the Madison Roundhouse of 3 H.P. each to be used in pumping water from the roundhouse wells.

Railroads are looking for the Wright Brothers—Billem Wright, Checkem Wright, Loadem Wright, and Handlem Wright.

We were just wondering "Does a man with long arms ever catch a short fish or don't a railroad ever kill nothin' but blue ribbon stock?"

### Milwaukee Shops

H.W.G.

Theodore Koerner, veteran employe of these shops, died at his home in Milwaukee on December 7th. Mr. Koerner was a member of the 1st Wisconsin Volunteers and served through the Civil War. After the war he entered the service of this company, and has been continuously in its employ since. His funeral was conducted under the auspices of the Excelsior Lodge, A. F. & A. M. and was largely attended by his fellow workmen of the shops.

Our telegraph operator and his brother got a spill out of their fishing boat on Okauchee Lake in Nov. when a sudden squall came up. Some of the guns are in the lake yet. Of course it was sad to be dumped in the cold, cold water in Nov. but it would have been cold most anytime last summer, when "taint" going to rain no more."

The report from the reporters about the Milwaukee Road going to be electrified to Minneapolis, probably originated when the electric block signal control was being tried out.

Engineer James Malaney, member V.E.A., died Nov. 30th, after a not so very long illness, many did not know he was sick. Mr. Malaney was an old time P. du. C. Div. Engineer of days gone by. He was a member of the Old Settler's Club of Milwaukee County.

Machinist Ed. Allister suffered a stroke early in Dec. and was carried out of the stationary engine shop apparently dead. Recent word from the house advises that he was feeling some better, which we all hope will last. Mr. Allister is a member of the Veteran's Association having been in the employ of the Milw. Road since 1873.

Inspector W. H. Gardner has returned from California, where he was for his health, some talk of his going there again after a while.

Work on the new washout tank, and aerial pipe line is progressing good, as also is the installing of the air compressor plant.

A total eclipse of the sun hits North America, Jan. 24, 1925. The shadow path cutting Wisconsin near Superior, and Michigan at Escanaba. So if you are there at 8:03 A.M. you may see something that does not happen around here in over a hundred years.

Veteran machinist Chas. Wood has been on the sick list for sometime. Hope you will get around soon Charlie, we miss you.

Machinist Theo. Saveland and wife returned from their California trip last week.

The photo dept. has revised and rearranged the three big photo albums of locomotives, cars, and miscellaneous, some 1200 prints. This with the "History" collection makes quite a reference library.

Some more photos of the V.E.A. group at the Milwaukee meeting have made their appearance.

That is a beautiful Christmas scene on the front page of the December Magazine and a good greeting from President Byram further on.

The memorial cards for the funeral of H. C. Atkins shown on page 18 brings up a reminder way back in April 1884, when we marched in the funeral procession that filled Grand Avenue from 18th Street down.

### Sioux City & Dakota Division

H. B. Olsen

We wish you all A Very Happy New Year—

Since our last "write-up" this section of the country has been covered with a blanket of one foot of snow and while our S. C. & D. trains have been on schedule time, it has been hard "wheeling" with a temperature of a little below zero. Country roads are practically impassable. We are looking forward to the January thaw.

The SAFETY FIRST Meeting held at Sioux City this month was well attended and the usual good spirit shown.

On December 12th, Mrs. H. E. Byram, wife of President of this railroad organized a club at Sioux City among the women employes, mothers, wives and daughters of the employes also being eligible. Mrs. E. F. Rummel was elected president of the newly organized club, Mrs. A. M. Martinson, first vice president; Mrs. W. C. Givens, second vice president; Mrs. G. H. Rowley, secretary and Mrs. L. F. Donald, treasurer.

The object of the club is for the purpose of promoting social welfare work among the employes of the company and will be entirely democratic.

Mrs. Byram's successful plan of organizing these clubs in other cities and with Mrs. Rummel's untiring efforts to bring the membership up to a large number at Sioux City, we can heartily say this newly formed club will be a great success and enjoyed by the entire membership.

Mr. C. A. Isaacson of Scotland has been appointed Section Foreman at Burbank.

The first anniversary dance and entertainment of the Employes Progressive Club at Sioux Falls on Dec. 12th, went far beyond the expectations of its promoters. Two hundred and fifty were present and enjoyed the evening immensely. The entertainment was sponsored by the Fidelis Club preceding the dance.

Agent C. R. Fletcher of Hudson, has been the successful bidder on Elk Point station and is now on the job. "Fletch" advises he likes the change. Agent Doering is holding down Hudson station.

S. E. Hanson, B. & B. Foreman and crew, are at Elk Point cleaning and repairing the water softener also, making making general repairs to the stock yards at that point.

The writer was a little premature in reporting Miss Vivian Murphy, Bill Clerk, Sioux Falls, as giving a reading at the Club Dance, she had throat trouble and was unable to appear, but we do hope she will be with us next month.

Mrs. Jens Matheison, wife of cinder pit man, Sioux Falls, was called to Austin, Minn., last week account of the death of a relative.

We understand conductor Delancy is going to make some tests with an emergency angle cock—some times the darn things go wrong.

Operator Ray McNertney has resumed work at Yankton after being away four months doing relief work at West Yard and a little vacation.

Let's make this the banner year of years.

There is a little story tucked away some where in the Scriptures of a certain man called

Nebuchadnezzar, who went out in the fields and devoured grass. If the price of canned spinach keeps on going up there is a possibility of a great many following in his footsteps, but then, no doubt the cows would all go on a strike.

Mr. Geo. Francis and wife, Sioux Falls, were called to Omaha on account of the death of a niece.

Mr. and Mrs. E. Obland of the depot ticket office, Sioux City, had the pleasure of entertaining Mr. and Mrs. C. A. Wooly formerly City Ticket Agent at Sioux City but now of Pittsburgh.

Agent E. W. Farnsworth at Chatsworth, is taking a three weeks leave of absence and visiting various points on the division and before resuming work will visit a son in Mulberry, Kans.

Agent J. F. Jordan has accepted Buck Grove on bulletin and after a few weeks vacation, will take up the duties of that station.

Chief Dispr. W. C. Givens was quite painfully injured when alighting from a train down on the east end, fell and dislocating his shoulder. At present writing he has not resumed work as the injured member is hardly fit for service. Messrs. Givens and Trainmaster L. F. Donald were covering the division examining Agents and Operators on the standard book of rules.

If any one of you should be in the trading mood it might be wise or unwise for you to call upon passenger brakeman Alec Porter. He seems to be endowed with the peculiar qualifications necessary to —?— you out of anything you might have.

Conductor John Reagan and wife have returned from Chicago where they spent two weeks and were called there on account of the death of a relative.

Agent W. D. Griffiths and wife spent the week end at Scotland, S.D., visiting old acquaintances.

Preparations are being made for the BIG SAFETY FIRST meeting which will be held at Sioux Falls in January—we are going to start the New Year right and the meeting promises to be one of the best.

Yardmaster J. R. Bankson and wife Sioux Falls have gone to Hot Springs, Ark., where they will remain for ten days. Ray Hunter is acting yardmaster during Mr. Bankson's absence.

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

Nora B. Decco

The first thing on the list this month I see is that Charles Saint broke his finger...can you beat it and this cold weather too. Well he will get a rest over Christmas any way. The accident happened while unloading gravel near a bridge west of Harlowton and he came into our city on fifteen to have it looked after at the local hospital.

One time you look all around for the temperature and it's fifty above at midnight and the next morning...well it has been twenty below for three days now so it ought to change for the better soon.

Dave Haffner brother of Sam Haffner of this division was a visitor at the Haffner home here for a week on his way from South America to California via all the ports on the map...he looks well and happy and has that same attractive coat of tan that Mr. Wirth had when last we saw him...very likely that is popular where they hail from and looks as if the sun must be hotter than it is right here at present. Dave was looking for all his friends and found most of them and he has a four months' vacation but the way is long from and to where he lives now days, so his time here was short.

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Albert Brentnall, son of Engr. Brentnall and a student in the Bozeman College, was in an automobile wreck the last of November. He escaped with a few broken bones and was at the last report doing very well considering. His brother Delbert surprised all his friends by getting married some time ago...they will make their home in Deer Lodge and the division wish them a long and happy life. We did not learn the name of the young lady who is now Mrs. Brentnall.

Mr. H. A. Potter a long ago wire chief in Butte G.S. office and now in Mr. Patterson's office in Milwaukee, was a caller on his way westward the first of the month.

Mrs. George, Second Trick Operator at Martinsdale, is a patient at the local hospital, where she was taken after an operation in the hospital in Butte from where she returned home, too soon. She is improving fast however, and will soon be out again.

Loweth has again been closed and another operator put on at Ringling and Martinsdale. Mr. Thompson has gone to Martinsdale and Mr. Shephard to Lombard third.

Conductor Art Carlson and wife of Three Forks are the proud parents of a baby girl born 1st of December—Congratulations.

Train dispatcher Oleson was on the sick list for a week the first of the month and Neil Grogan was compelled to work one trick steady during all that time which is something new for Neil as he works eight hours here and the next eight some where else.

A wedding of interest to North Montana Division folks as well as the rest of us was Dec. 10th at White Sulphur Springs. L. A. Gibbs, Fireman on the Ringling Helper for some time past and Miss Betty Harden of that place. They will make their home in Lewistown and the Rocky Mountain division offer the best wishes of every one for a long and happy life.

The agency at Harlowton which was left vacant by the sudden illness and death of Mr. Hart has been assigned to Mr. J. R. Ragen of Marmarth...who is well and popularly known over the railroad. He has moved there with his wife and two children and we all wish him the best of success in his new position.

We learn from Deer Lodge of the improvement of the son of Conductor Floyd Sterling who has been quite ill for some months. He was taken to Seattle for medical attention and while still sick is doing as well as they could expect.

We regret to lose a family who has long been residents of our town and who name all of us as their friends. Mr. and Mrs. O'Dell have gone to Longview, Wash., to make their future home. Mr. O'Dell was Rocky Mountain Conductor here for many years and every one will miss him.

Mrs. Echard wife of Engineer Echard of the Ringling helper, has returned from a visit with friends at Spokane, Washington.

The wind blew as hard as ever it could and the trolley came down and all the poles along with it recently, around Piedmont,, and we saw more steam engines than we have for some time around here. Two strange faces during the rush were A. P. Olson and T. E. Wilkerson, who are some handsome fireman from The Mussellsell Division, stopped over between trains, having fired some steam engines westward for a trip.

Mrs. Hourston, caretaker of the train men's club house at this place, was operated on at the local hospital here the middle of the month, she is improving at this time and we all hope for her quick recovery.

### Illinois Division M.J.S.

Iona George Willy is again back on her job in the Master Mechanic's office after a month's leave. Her place was filled by Miss Maribel

Brown, daughter of Iowa Division Engineer Alonzo Brown.

Miss Gertrude Bahwell, Chief Clerk to Signal Supervisor, spent her vacation visiting relatives and friends in La Crosse, Wisconsin.

Sympathy is extended to Wm. Wires, Chief Clerk to C. Gradt, Chief Carpenter, on account of the death of his sister on Nov. 29th.

Tom McHough, Rodman in Engineer Heck's office, has returned from a two weeks' visit in Seattle, Washington.

On Dec. 3rd Jim (our Chief Clerk), passed his —th birthday and in honor of the occasion he and his brother Wilbur from Kansas City were guests at a noon-day luncheon with the S.O.S. Club. We have no doubt but what in future years this memorial day will be set aside as a Legal Holiday!

Sympathy is extended to engineer Irwin Graham on account of the death of his mother on Nov. 15th at Savanna.

Miss Nan Gallagher spent a week of her vacation visiting relatives and friends in Minneapolis, Milwaukee and Davenport.

Eunice Stevens, Steno. to Superintendent Stevens has been enjoying part of her vacation recently. Yes, those bad orders sure do pile up when you're gone.

Mr. and Mrs. O. M. Stevens have returned from a two weeks' visit in Oakland, California.

On November 29th occurred the death of Mrs. C. C. Smola, wife of Division Storekeeper Smola at Savanna. Interment was made at Maquoketa, Iowa. The Illinois Division wishes to extend their sympathy to Mr. Smola and daughter Naomi.

Congratulations are extended to Mr. and Mrs. Howard Groharing on the arrival of a baby boy at his home Dec. 11th. Thanks for the good candy and cigars.

Congratulations are extended to Ill. Division Fireman Patrick Freeley on his marriage Dec. 6th at Franklin Park, Ill., to Miss Florence Immell. The happy couple took a trip East on their honeymoon.

We are informed that fireman Walter Madill has moved into his new home at Bensenville. Also engineer W. J. Norman has become a resident of Bensenville, having moved into a new home.

Conductor Wm. Fritz and Wm. Huston went on a hunting trip Nov. 28th, returning within a few days with a "few" rabbits. Friends say "Hard Luck" to the happy huntsmen.

Conductor M. C. Simons and family are leaving Elgin, Dec. 15th to go to their home in Florida during the chilly months. Conductor Gregg is filling the vacancy on No. 50 in conductor Simons place.

It was necessary to relieve brakeman Weaver at Kirkland, Dec. 1st, on account of injury, and hope that it will not be long before he may return to duty.

Sympathy is extended to conductor David Speck and brakeman E. T. Speck, account the death of their father Nov. 29th at Savanna. Mr. Speck made his home with his daughter Mrs. Jennie Brown, wife of engineer C. Wm. Brown, for some time previous to his death.

### Tacoma Shop Notes

"Andy"

Well folks, I hope you had a Merry Christmas and a very Happy New Year.

Harley Whitford, that good for no—er, beg pardon, I mean good looking clerk in the Store Department, has made so many trips between Tacoma and Ellensburg of late, that the traveling public are beginning to ply him with questions regarding the operation of trains, such as what stations they stop at, how long, why? What makes the engine puff so, is it short winded? Which end of the coach stops first, and a lot of other interesting questions too numerous to

mention, including, why he don't wear a uniform like the rest of the train crew, porter, conductor, etc., but here let me correct that misconception, he does not work on said trains, nor is he trying to wear out his pass, count the ties or telephone posts, or increase the passenger business, that is not his object, he is traveling to Ellensburg, the town of his heart's desire, the land of his fondest dreams (yes, yes, go on), and as he nears the station, his heart goes pitter, pitter, pat!—you ask for a reason?—ah! there is none, his actions does not call forth reason,—sshhhh—here's the secret (everybody knows it)—he's in love—the object of his fond attentions, attends the Normal School at Ellensburg, that is if he is not there to occupy all of her valuable time, for if he is not there in person, his mind is there, but, we do not like to dwell on such matters—however, to conclude this epistolary effusion, will say, that outside of that he is all right.

Wm. Luebbe, our Machine Shop Foreman, has been laid up for a few days with a carbuncle on his neck, but we are very glad to report that no serious consequences has as yet resulted, and Bill is back on the job.

It is with regrets that we report the death of mother of machinist Otto Johnson, and we wish to extend our heartfelt sympathies.

Mr. F. A. Williams, Machinist, has had a very bad attack of asthma, and our hopes are that his recovery will be speedy.

John Hibbard, who has been off sick for about six weeks' has now returned to work.

Joe Smith has just returned from his vacation, and reports having an enjoyable time.

Dad Marvin has also just returned from a two weeks' vacation, he also reports having a good time—don't know if he and Joe were together or not, but Dad still maintains that high school complexion and youthful appearance, which he accredits to a new set of glands.

Stella Johnson, Clerk in Store Department, I understand has yumped her job, and at this writing cannot say who the new incumbent is.

I understand that Carl Johnson, Steel Foreman in the Car Department, is getting a little more acquainted around town, in fact to such an extent that he can now easily distinguish a street car headlight from the moon, especially now since the weather is very cloudy.

P. R. Horr and R. A. Nofke went to Aberdeen recently, the object of their trip we understand was to inspect some material, as to the nature of the material, we are unable to state.

Our worthy boss, Mr. J. A. Wright, we have heard (as we have never seen him in action), has acquired a hobby in the form of Cow Pasture Pool, or as it is called in everyday language—Golf. Al says that during the rainy weather especially he sure is a humdinger on the green (whatever that is), I suppose he will soon be dictating his letters in Scotch (please note I said in, not with).

When we are sick, we seek the advice of a physician, if in need of legal advice we get in touch with a good lawyer, etc., or in other words, when we want advice, it is natural to seek the advice of an expert, and as a matter of fact, we are all experts in some line or other, if we only know to whom to go when we want the advice, therefore, we are listing below various subjects and to those to whom we refer you for expert advice:

How to make money, invent, sell rabbits, etc., etc.—Geo. Spraguer.

How to forget—Our messenger Morris Finegold.

How to chissichase—H. L. Snyder, our handsome Chief Clerk.

How to collect union dues—Chas. Stevens, S. D. Price Clerk.

How to sell candy on credit—Haugen—Store Dept. Timekeeper.

How to run a comptometer—Ethel Schmidt.

How to make a loud speaker—Al Pentecost.

How to make maintenance reports—G. Hoople.  
How to enjoy the morning paper—J. E. Brady.  
How to play five hundred—F. McConnell.  
How to run 1925 Dodge coupes—F. Sheddon.  
How to janitor—Grant Birmingham.  
How to talk, sneeze and laugh in Chinese—Brewster.

How to smoke cigars—Joe Mason.  
How to play football—Bull Dorsey.  
How to argue—Bill Strinsky.  
How to keep time—E. McKnight.  
How to handle a Ford—Frank Opie.  
How to be decent—A. C. Beinert.  
How to take your iron—Otto Scheutze.  
How to play Mah Jong—R. A. Nofke.  
How to develop loquacity—W. L. Hubbard.  
How to borrow stationary—H. Whitford.  
How to reduce—R. Rundle.  
How to take pictures—M. Eshelman.  
How to be youthful—P. Jasmer.  
How to go to—I mean, pick a good dog—Mike Grummel.

How to sow wild oats—F. Maas.  
How to get business—G. W. Taylor.  
How to tell stories—Geo. Cessford.  
How to supervise—The boss.  
How to work—All of us.

### West I. & D. Inklings

*Dot.*

Engineer J. H. Hendriksen and wife have moved back to Murdo after making their home in Mitchell for a few weeks. They had planned on living there this winter but we are glad to welcome them back.

Ross Dunlop of Plankinton and wife and children have moved to Murdo to make their home here and we all extend to them a welcome. Mr. Dunlop is handling freight in the depot freight house for the present.

Mr. J. H. Wandberg, Boiler Inspector from Minneapolis, made us a pleasant visit this month.

J. V. Anderson, Storekeeper from Mason City, was out putting on the finishing touches on the store room here. By "finishing touches" in this case I do not mean oriental tapestries, hand-paintings and such things, but little labels on the shelves telling just what everything is.

LaFayette Burke, Warren Zickrick and Roy Guthrie all spent a few days down in the "sand hills" of Nebraska and hunted Mallards ducks.

Roundhouse foreman A. A. Ricks went to Mitchell by train and from there with a party of men in E. O. Wright's brand new Buick, to attend a Shrine Meeting in Sioux Falls. And just to think—on the way back they passed five cars—all Fords.

Engineer J. M. Barber of Marion, Ia., was out recently in the interest of the Veteran's Association.

Engineer A. O. Gardner is on his annual deer hunt in the Black Hills.

Mrs. A. A. Ricks and niece Jessie spent Thanksgiving week at McGregor, Ia.

Mr. Minor is the new operator at the depot.

Mr. Wm. Bowers, Depot Agent and children enjoyed the company of Mr. Bowers' parents from Sioux City for Thanksgiving week. Mr. Bowers is an Engineer on the S. C. & D. Division.

Effective December 8th, the wayfreight run between Murdo and Chamberlain was changed. Three crews have been working between Murdo and Chamberlain and now there are only two. The west way freight run has been changed a little too. The layover is now at Murdo instead of Rapid City as formerly.

Just at present we are enjoying 10 below weather. It isn't so cold at that as there isn't much wind. Up until now we have had lovely weather and had the least snow of any part of the country.

Conductor W. H. Stewart and wife departed this month for California, where they spend the winters. They are going first to Hollywood—I



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suppose to get a real life view of the Movie-Stars, and then to their home at Redwood. I wish we could all go along.

Conductor Frank Maynard is back from his summer in Washington State. He had rather fire in summer and shovel snow in winter.

Mrs. C. A. Collins and son Chalmar spent Thanksgiving near Sioux City.

A former Standard Oil employe was hired as Section Foreman on the Milwaukee Railroad, and was found to be a good man but made all his messages too lengthy and drawn-out, so was instructed by the roadmaster to be brief. A few days later he was sent out to inspect a bridge after a heavy rainstorm, and upon arriving and finding the bridge washed out he wired this message to his Superior Officer—"Where the railroad was, the river is."

And that reminds me of another one:—

An employe of the Standard Oil Company was promoted to Sales Manager and on his first trip over the district was told to wire in any important news. The following day he arrived at his destination and sent in this message—"Arrived OK. Got good room and bath. Feel fine." The head office wired back "Fine. Love and kisses. Bye-bye."

—Both above stories from the Stanolind Record.

#### Madison Division

C. S. Ferguson

We are trying to make "The Line", which we haven't accomplished to date, and we feel a hesitancy in attempting this, but we are advised by Chief Clerk Liegois that the job of being contributor this month has fallen upon us. (Notice the editorial we and us), and fallen is the correct term. I'm submerged, sunk without warning, the absence of notes from the division is very conspicuous.

Tried to wish this job on W. F. Freebern, Div. Storekeeper, claims he is too busy, busier than Art Batty even. Holiday rush in both cases.

Frank Dempsey, Local Storekeeper, has a nice collection of medals on display which are to be awarded to agents who wear out new scoop shovels keeping their platforms clear of snow. Agents will bring their worn out shovels in personally and report in station order. These medals are to be worn on left coat lapel immediately under your Safety First Buttons. Agents with military experience will not confuse these instructions with those issued by War Dept. A. G. O. 566 concerning wearing of Liberty Buttons, Victory Medals, or Victoria Cross.

Rumor has it that some of our employes have had near accidents, occasioned by falling upon the slippery ice. Rumor does not state where they fell, must have been off the right-of-way, as our employes are very conscientious about removing snow and ice therefrom, Charge Ac-

count 272.

As stated in last month's notes, F. A. M. has made "The Line". F. A. M. does not know that he was honorably mentioned, this did not appear in last month's magazine, probably deleted by censor.

Chief clerk Liegois explained to us Who's Who, in the picture of Superior Division Superintendent's office force appearing in the November Magazine. Seems to be a preponderance of the male of the species, "Brownie" reminds of an island—anyway she is entirely surrounded by men.

I suppose I should say that I hope you all had a Merry Christmas and A Happy New Year. I feel a lot like "Scrooge" like the Dickens—probably will feel better after I have turned over the new leaf, if I get a new pipe, a nice new sweet smelling one instead of "that vile old hay burner" that graces my countenance I'm sure I'll feel better. Got to do something as I have been warned twice by the smoke inspector about smudging up the Capitol.

Roadmaster Erdman predicts a mild winter. We do not know what basis he uses for this prediction, unless it is that Store Dept. has no snow shovels in stock. Good sign, Dick.

Mrs. Frances Harrington, Correspondence Clerk, in Agt. Fagg's office, has resigned. Her successor has not been appointed.

#### SOCIETY NOTE:

Miss Bess Hickey, Roadmaster's Clerk, entertained a few of her friends at The Majestic recently. The play "The Love Test" was highly entertaining and very instructive. No more trifling fellers.

The Madison Division is steadily reducing accidents and everyone is ambitious to place this division at the head of the list for both the Middle District and for the System.

James M. Fox, Engineer at Janesville, will be the Correspondent for February Magazine. Our New Year's wish for you "Jim" will be that other Departments will furnish you with an ample supply of notes.

P. J. McCaffrey, Veteran Conductor on the Richland Center Line, has returned to work after an absence occasioned by illness, however, he plans to leave soon on an extended trip through the south. His friends are wishing that he'll return with his health fully recovered.

Mabel McNurlen, Agent at Gotham, is also making a "swing" around the circle, "looks like she might be trying to revive the blasted hopes of the followers of "Batling Bob". John Vanderhie will have ample time to repair the pump while she is gone and pressure will be brought to bear to have the pump repaired at this time.

Those of the Superintendent's Office who attended the Freight Claim Prevention Meeting at Milton, Nov. 20th, report a very successful meeting, business thoroughly attended to, music

by "Jerry" Lathrop and "Tom" Taylor, and a fine supper served by ladies of The Congregational Church. All agree that agent Holmes is a good Congregationalist or that he stands very high in the estimation of the ladies of that church. Tarp got another free feed.

#### FASHION NOTE:

"Tarp" Material Clerk, in the Superintendent's office, has invested in a pair of galoshes and is anxiously awaiting a deep snow. He wore them one morning after a heavy frost, but says that he needs a good snow storm to give the proper effect, he will let them flap.

The Veterans Association is distributing a supply of buttons bearing the numerals 35 and 45 years, to employes who have been in the service for those periods of time. Quite a number are being received by old timers on this division, and it adds considerably to their prestige. Conductor Harry Vedder now makes several extra trips through his train after the fares are all taken up to display his 45 year button.

Due to a mistake on the part of a fellow workman, John Vanderhie, Pump Repairer, took his annual bath about three weeks ahead of schedule. John has always managed to take his bath New Year's night, rain or shine, but while repairing the water tank at Madison recently, it became necessary to go into the tank, he instructed his helper not to turn the water in. For some unknown reason, John stopped talking, for a few minutes, and the helper thinking he had gone to lunch, turned the water into the tank. John used the Australian crawl to reach the top of the tank in safety, but says that he will now have to rearrange his New Year's plans.

"Cap" Payne, Div. Accountant, is on the trail of the culprit who filches his pins, clips, red ink, etc. Speaking after the manner of the Accounting Dept. Cap says that there is entirely too much property retired and Cap better charge it to Account 619, Loss or Retired Road and Equipment. "Stold".

A request for withdrawal from The Pension Association has been received in the Superintendent's Office from Alice Reese, Clerk at Mineral Point, states she is contemplating matrimony. A certain package which she received for Christmas would indicate that she might be going into business for herself, starting a second Monte Carlo. Two decks of cards would indicate some ulterior motive.

Machinist Dubois has met his Waterloo, at least, it is said that he has not made any speeches since listening to a certain salesman last week. As Oswald says, "He's got you beat, Dubois."

Clarence Osborne recently attended a meeting of Car Dept. Clerks in Milwaukee. He reports the meeting very instructive.

Miss Harriet Mulligan, Clerk at Janesville roundhouse, is the latest one to get the radio bug. Have her tell you about it.

Wm. Siebert, Engine Hostler at Janesville, suffered a painful injury Nov. 6th. He slipped on an icy spot and fell in such a manner that a bone in his right ankle was broken.

Machinist Thos. Howe of Janesville is planning on spending the holidays with relatives in Missouri.

The Milwaukee is certainly well represented in the Dane County Offices. Austin Johnson, formerly clerk in the Superintendent's office, has been elected County Clerk. Our Sheriff after the close of the year will be Joe Daggett, former helper at Madison roundhouse, and now it is rumored that a former Milwaukee holler-maker Wm. Forrest, has been decided on for the position of under-sheriff. Suppose the machinists will make a complaint that they have not been given representation.

We wish to extend our deepest sympathy to Mr. and Mrs. James Dempsey in the death of their six year old son James, Jr.

#### EDITOR:

Learn that this month's correspondent served several months in France. While the chief clerk was active with the artillery at the front, the correspondent was caring for the mules in the rear.

#### Des Moines Division Items

##### Frenchy

Conductor W. M. Jacobs wishes to thank his many friends on the division for their kindness during the illness and death of his wife. Also for the many beautiful floral offerings which were contributed.

Adjuster E. W. Webb went clear to Cumberland, Maryland to spend Thanksgiving with his sister who had provided the where-withal for a fine dinner. About time for the dinner to be prepared the natural gas which is used entirely for cooking purposes, was shut off account of a broken pipe, therefore cooking a holiday dinner was out of the question. The sister then put some bacon and eggs in a skillet and by holding it inside the furnace door, managed to cook it. This was the meal Mr. Webb went so many miles to eat on Thanksgiving Day.

Mrs. H. E. Byram, wife of President Byram, Mrs. Carpenter Kendall, Editor of the Employes Magazine, Mrs. Grant Williams, wife of the Secy.-Treas. of the Veteran's Association and Mrs. Scott, organizer of the Milwaukee Women's Club, spent Friday, December 12th in Des Moines assisting in organizing the Des Moines branch of the Women's Club. About 30 women were present and joined the club, which promises to be a very flourishing chapter of the organization. Every one reported a good time and anticipate many good times in the future, besides accomplishing much good along the lines suggested by Mrs. Byram, viz., helping sick and injured employes on the system. Officers elected were as follows: Mrs. W. J. O'Brien, President; Mrs. W. J. Caskey, Vice President; Miss Jean Dallas, Second Vice President; Miss Florence Nelson, Secretary and Mrs. Leo L. McGovern, Treasurer.

Mr. and Mrs. W. F. Keefe spent Thanksgiving at Janesville, Ill. Mrs. Keefe remaining for a more extended visit.

We regret to announce the death on November 16th of Mrs. W. M. Jacobs, wife of conductor Jacobs, following an operation at the hospital. Mr. Jacobs has the sympathy of his many friends on the division.

Brakeman W. H. Ferguson, wife and father were called to Cherokee during the early part of December by the serious illness of Mrs. Ferguson, mother of W. H. Ferguson and wife of agent Ferguson.

Some of our bowlers seem very attentive to the "Fair Ones" at the "Bon Ton" at Spirit Lake. Oh yes, we wonder if that couldn't include the word "Trainmen."

We were surprised a few days ago by agent Ferguson of Nemaha, who paid us a visit as he was returning from Excelsior Springs, where he has spent over a month regaining his health. He looks like a new man, we hope he continues to improve.

We wonder sometimes if agent Farran at Spirit Lake has taught that new daughter of his the art of fishing, if so, where.

Some of our bowlers don't seem able to content themselves around the office on Saturday afternoon. Too bad some people have to work, especially where there is a good game on.

We understand there is a certain conductor on our division who says "No new uniforms for him as long as he is forced to work with certain members of his crew whom he handles rough but who in turn handle him rough."

Brakeman Luther shows lots of pep especially since braking for conductor Caskey, but more especially when leaving Webb. Not many people know why. Better ask the crew.

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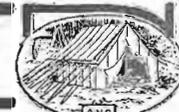
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Baggageman Hårthorn might enlighten us on some of the happenings on the division.

Wonder who it is on the division who calls certain other members "Dutch Cross".

## Idaho Division

### R.C.P.

Roadmaster R. W. Gallagher returned on Nov. 29th from his vacation trip. He visited in Seattle, Duluth, Minneapolis and Aberdeen, S.D. Operator J. C. Helmer of Spirit Lake, was called east recently on account of the death of his mother.

E. J. Rossbach, Foreign Manager of the Sullivan Mining Machinery Co., with headquarters in Paris, France, arrived in Spokane, Sunday, Dec. 14th, to spend the holidays with his parents Mr. and Mrs. G. A. Rossbach. Mr. Rossbach will sail from New York City, Jan. 1, on the City of Paris, to resume his duties abroad.

Engineer Field Noble, running west out of Othello, tells one on himself. When retiring at night he placed his watch on a chair beside his bed. On this night, however, he thoughtlessly placed it on the dresser instead and just as he was "going over the hill" it occurred to him that having left it on the dresser he would be liable to forget it when called in the morning for his run. When he was called he dressed quickly and hurried down to the lunch room and when almost there he thought of the watch. Wondering whether or not he would have time to go back and get it, he looked at his watch, decided he had time enough and went back.

Now laugh—but haven't you pulled a similar trick yourself?

Mrs. Clarence Dodds was called to Missoula on December 3rd, on account of the serious illness of a brother, an operation being considered necessary to save his life. Foreman Dodds also went to Missoula on the 6th and returned on the 8th. The illness was due to a ruptured appendix.

### Othello

Nothing of much interest has occurred this month for the roundhouse force has done nothing except solve Cross Word puzzles. Any time you see a person standing around with a far away expression you know he is trying to think of the name of Nero's fourth wife's cousin or something equally as sensible.

The sandhouse committee have reported that one of our mechanics has started a side line of the butcher business. It seems that there is a short story connected with this but you will have to find it out for yourself.

Now that the weather is so nice and the roads as near perfect as they ever will be, head boiler-maker Lent and machinist inspector Malone have been driving over to Paço evenings quite regularly. That really sounds worse than it is for they always take the families with them.

Even Ed Blom takes his car which he says is a "stem-winder, superheater Ford" and goes sky-larking around in the sagebrush. That is about all he has been doing the last few weeks and we wondered why until a kind friend told us that this was the usual vacation time for the Spirit Lake, Idaho office forces.

Clerk Perry says that it is a good thing that she is the proverbial goodnatured fat person or she would be apt to feel hurt with the regularity with which she gets mentioned in the paper.

The customary December slackness of business caused several of our men to have a little vacation which we hope will not last very long. One of the men was even mean enough to say that now a person would be able to get in the office without stepping on some road man but of course they will still have to figure on Mr. Marre. He is always here about Christmas time for a month or so.

Engineer Masterson has decided to purchase a radio set and at the present time is credited with having three sets in the house all of which

work and the main question now is which one it shall be.

Fireman Harry Rekdahl is taking a vacation until the first of the year and says he is going home to "Ma" at Portland but knowing the man in question I think it is very doubtful if it is only "Ma". Did I or did I not, hear something about a serious case that he had in Cle Elum? I won't be certain it may have been Chester Giles but I am sure it is one or the other.

A short time ago we had what is called a "silver thaw" that was nearly the ruination of the roundhouse force, as they could get to work all right but could not stop after they got here. Stationary fireman Irby made a regular home run and lit with his feet in the building and some of the back of his clothes still stuck on the ice. Chas. Phillips came just behind him and used the rest of Mr. Irby's clothes for a cushion to slide in on.

As this is in the car department, I am not sure if they call it the Sandhouse Committee there or not, but the story goes that car inspector O'Larey wishes to reduce and does not want to eat less, so he has taken up the game of basket ball. At present he is a very effective player but if he loses much weight he won't bowl them over so easy.

The two Fujimoto boys who have been here as boilerwashers for the past eight years have gone on a visit to their old homes in Japan. Boilermaker helpers Tice and Showalter have taken their places and are working as though it were a life or death matter.

Agent C. H. Burt, left this A.M. on No. 18 for Ryegate, to inspect his ten thousand acre farm (I think that is the amount he says it contains), to see why the man who is now on it can't raise the yield from 75 to 100 bushels per acre.

Miss Bess Rocek arrived from various eastern points Nov. 30th. What was the idea of stopping off at Missoula on your way East Bess, is the story true?

Engineer Theo May was called back to Brownville, Minn., account death of his brother Frank May, leaving on Nov. 18, Dec. 6th.

E. F. Schuyler, Ticket Clerk, has been in bed past few days account Flu.

Engineer C. L. Copenhafer and wife left Nov. 21st on No. 18 for Eau Claire, Wis., to visit his folks for the holidays.

Alfred A. Strand, Car Foreman at St. Maries, was in Seattle over December 1st attending staff meeting.

That pleasant expression which we all noticed on O. O. Russel's face was finally explained when we learned of Mrs. Russel's return from a visit to the southern part of Idaho.

### S. M. East

#### R.G.E.

C. J. Wethe has been appointed as Agent at Lanesboro, to fill the vacancy made there by the death of our late Mr. H. R. Wood. Operator H. S. Hoff has moved his family to Granada where he will act in the capacity of Agent, and H. Olson is now Operator at Lanesboro.

Mrs. Verne Cullen attended the meeting of the Chief Clerks of the Mechanical Department which was held at Milwaukee during the third week of November. She got home just in time to help Verne eat the turkey.

Congratulations are extended to Section Foreman B. J. Deneen, who has been appointed roadmaster with headquarters at Marion, Ia. We hate to lose Jim and hope he will make it a point to come up for a visit occasionally.

William Heman was walking around the Austin transfer platforms one whole day with a big smile across his face before anyone discovered the reason of said "Glee". When the Daily Herald came out that evening it spilled the beans—another son.

Garland Clark, who has been relieving Ray

Hoffman in the Roadmaster's office at Madison, has now been sent to Albert Lea to do relief work in the freight office there during the absence of Monty. Glenn says he is going to take the trip to Seattle provided the doctors at Rochester don't treat him too rough.

Division accountant Galligan spent November 19th in Mankato. Bob also spent a couple of days in Chicago during the latter part of November.

Chief dispatcher Sorenson had a bit of hard luck, being laid up on Thanksgiving Day and not being able to get outside of as much turkey as he ordinarily would have. He's back again and waiting for Christmas.

Sympathy is extended to Harold Flanigan who suffered the loss of his mother on November 22nd.

Bridge carpenter Henry O. Johnson fell from the pile driver while working in Chandler on November 16th. He struck his foot on a rail, injuring his ankle and instep.

John Ryel packed up his trunk and hit for California again. Each year Mr. Ryel spends a few months on his fruit farm in the sunny south, usually leaving this part of the country in time so he can spend Christmas with his family there.

Miss Helen Jahren spent Thanksgiving Day at Austin.

"2400", a large freight engine was recently sent out of the shops ready for service. It has been completely rebuilt and will go back on its former run from Minneapolis to Mankato. At the present time the craft is working on Engine 905 and the work is being speeded to get it back into service.

Pneumatic fire doors have been received at the Austin Shops and are being installed on 20 of the larger freight engines. By merely putting the foot on a pedal on the floor of the cab the fireman can open the door by compressed air. He holds it down until he is through shoveling coal, releases the pedal and the door automatically closes. Safety and efficiency are gained through this device.

Austin Shops is undergoing some repairs, a new floor being laid.

As a means of additional safety, the tenders of all large passenger and freight engines are to have steel truck sides instead of cast iron and will be fastened with rivets instead of bolts. The wheels also will be of steel in place of cast iron.

In compliance with the state law, all engines running in Minnesota are being equipped with back lights, located on the rear of the tank. This lights the coupler, making it safer for the brakeman, and affords a light when the engine is backing at night without a string of cars.

Miss Evelyn Wigness was forced to spend a few days at her home at Adams during the latter part of November account of illness.

Engineer John Teff was called to Spring Grove because of illness at the home of a relative there.

This man Wheaton at Hokah sure has got a lot of love for the S. M. Division and the Milwaukee Railway as a whole. Nevertheless, he wouldn't have a thing to write about if it were not for the Milwaukee. He sure fills his sheets with Milwaukee bunk.

Mike Malone, from \_\_\_\_\_ spent a few days visiting friends about the Milwaukee Station at Austin. Understand he also spent some money but I did not learn how much.

Our trainmen timekeeper has now found a way to stay home at nights. The other day he went out and bought a radio and you can't keep him away from it. Al looks like he enjoys it too.

Think "Milwaukee"

Talk "Milwaukee"

Ship "Milwaukee".

Have you noticed the signs in the merchants' windows in the third ward at Austin, "We ship by rail". Guess the busses can sit up and take notice.

**From the Banks of the Wabash**  
*Robert A. Bair*

R. M. Blackwell, Chief Clerk to Division Master Mechanic; A. H. Austin, Chief to District General Car Foreman; Sam Amour, Chief Clerk to General Car Foreman; and Forrest Planke, Chief Clerk to General Car Foreman; attended the Staff Meeting at Milwaukee, November 19th and 20th.

We extend our sympathies to Ray Smith and the three Hollis Brothers; account the recent death of their fathers.

Mr. J. Niman, Night Train Dispatcher at Ottumwa, Iowa, formerly Train Dispatcher on the Division, visited friends at Terre Haute and Bedford, November 17th, 18th and 19th. Everyone was glad to see him.

We are glad to report that Dan Miller, Operator at Hulman Street, has returned to work after an illness of several months.

We understand that since installing his radio, Fred Hollis has changed his sleeping hours from 5:00 P.M. to 10:00 P.M. in order to get the benefit of his radio and to be able to hear all the foreign countries.

We would like to know if Catherine really intends to go on a diet January 1st and how fast the double chin will disappear.

We would like for E. L. Nottley, Round-house Foreman at Terre Haute, to explain what a "cock-eyed ape" is.

Division accountant L. Amour and wife are the proud parents of a 7 pound baby girl, Dorothy Jean, born December 3rd.

We are quite sure that Field Engineer Bob Burns is not a boot-legger as it is reported that the milk man has been seen to leave eight (8) bottles at Bob's house at one time. We wonder if Bob is running a nursery.

We suggest that Martha Swanson of the Store Department, next time she orders foreign transportation, also ask for special instructions as to what trains her passes are good on.

Fairy Garver, Comptometer Operator in the Chief Timekeeper's office, who recently suffered a broken collar bone, is improving nicely.

On account of a wreck just north of Vincennes, December 11th, through freight and passenger trains of the C. & E.I. line detoured over our line between Terre Haute and Beehunter.

A short time ago a fire started among the bad-order cars stored between Honey Creek and Keller and Section Foreman H. A. Callahan, did excellent work in putting out the fire before any great damage had occurred. The Company highly appreciates the prompt action which Mr. Callahan took.

The home of Mrs. Pat Bailey, South 11th Street, Terre Haute, was the scene of much merriment Tuesday evening, December 16th, when the Annual Christmas party of the Milwaukee girls was staged there. The house was aglow with Christmas decorations and the holiday spirit prevailed. Some 18 or 20 girls, including the present and former employes composed the party. Games and music were enjoyed but the main features of the evening proved to be the eats and the grab bag.

**La Crosse Division**  
*C. W. Velsor*

The old hotel and depot at Watertown Jct., which was destroyed by fire several years ago will soon be replaced by a modern station. A hearing was held at Watertown on the 12th at which the people and the state expressed their wish that a new suitable station be built.

Conductor Rud Rammisen, of the east end who had the misfortune of having his foot injured has now returned to work as good as ever.

Yard conductor Edward Kessler (better known as Karp), is the proud father of baby boy. Karp says that he is sure that the young man will not be a railroadman and he shall do everything to have him go in the fish business. John Rogowski, Relief Yard Master, wants to know

why you didn't pass out a few cigars to the men in the La Crosse terminal. Tom Dugan passed a box of stogies when a little Dugan arrived at his house on the 10th. Passenger brakeman Chas. Schmaus who was injured last February while setting out a car at Marshall is now able to walk with the assistance of a cane and we hope he will soon be able to return to work.

Round house foreman W. L. Connors who has been in charge of the Portage round house was transferred back to La Crosse a few weeks ago. Everyone was glad to see Bill back.

Second trick operator Carl Schroeder of North La Crosse terminal has been making many trips to Red Wing in the past few months. We understand that he has his eye on a mama who owns a nice farm. That's right Carl get a rich one.

Miss Nellie Ryan, Steno. in the Car Foreman's office at North La Crosse, spent the holidays at St. Paul and from all indications it looks like she will soon make St. Paul her home. Well, if he's a nice fellow we don't blame you Nellie.

Car record clerk Earl Bakken, of North La Crosse, has resumed his studies at the University of Minnesota and returns to the yard office Saturdays and Sundays to help the other clerks out.

Operator Joe Reiber, formerly of Raymore was appointed Third Trick Operator at Elm Grove. Joe says that he likes to be near the big city.

**Kansas City Terminals**  
*S.M.C.*

The electricians have finished wiring Liberty Street and it sure looks like a fine job. When we get the new lights on and the electric fans next summer we will be fixed up in fine shape.

Uncle Billie Farr who has been taking care of the Liberty Street office for the past several years is retiring on account of ill health. Uncle Billie is 72 years old and he says he intends to stay at home with his chickens and garden and keep the house in order. (Judging from the way the office looked he can surely do it too). We all wish you well Uncle Billie, don't forget to come back to visit.

Chas Lamb says that there is only one place on this globe he has been unable to get on his radio and that is China. However, he thinks it won't be long until he'll have that too.

It is reported that there is only one way Mrs. Williams can keep Con home during duck hunting season. He is so crazy about hunting ducks that she has to keep a couple of ducks in the bath tub.

Talk about women being vain. You should see some of these men all dolled up in their new golf togs, especially Jim Talbott.

Miss Ruby Eckman visited in Kansas City the 1st of December.

Day Dreams: (A new yard built to our west with new office buildings n'everything.)

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- Eddie Singleton, Always Home
- Buster Beem, Hot Dogs
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- Joe Cipolla, Sella Banan
- M. Ducov, The Politician
- Paul Draver, Hunting
- Denny Keys, Buckwheat Cakes
- Harry Studt, Good Times
- Phillis Nelson, Always on the Job
- Harold Harding, Sparrow Shooting
- Hattie Frey, Raffles
- Harlan Hofferty, Poker
- Uncle Billie Farr, Chickens
- Rosco Rolls, Pinochle
- Sibyl Clifford, Sofa Pillows
- Chas. Wright, Flowers
- Dean Berry, Clothes
- Geo. Maddrill, Swimming
- Alex Shutte, Let me sell you a ticket
- Jennie Andrews, Always the Same

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### DEPARTMENTS

Commercial Savings Trust  
Foreign Exchange Safe Deposit

## IT IS NOT IMPERATIVE

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

▼ ▼ ▼

YOU WILL FIND EVERY  
THING FOR THE OFFICE

AT

## H. C. MILLER CO.

Manufacturing Stationers  
Loose Leaf Specialists

342-344-346 Broadway, Milwaukee, Wis.

Chas. Carpenter, Telling Stories  
Bill Johnson, Bible Class  
Little Helen, Reducing  
Katie (Barry) Schütte, Dressing  
Polly (Nehr) Wilson, New Home  
E. Smith, Studying Greek  
Albert Smith, Talking Spanish  
O. E. Owens, Hand Made Cigars  
E. Williams, Save Your Money  
Harry Vail, Hunting in Kansas  
Harry Burns, Bets (that are not paid)  
J. F. Anderson, Farm  
E. F. Reed, Movies  
J. T. Clark, Radio  
Bill Lindsey, Say Old Fellow  
Tom Stewart, Airplanes  
J. H. Lord, You Should See That Boy of Mine.

### Iowa & Minnesota Division

D.M.W.

It's not the work of one man  
That brings us to the goal,  
It's the everlasting teamwork  
Of every bloomin' soul.

Let's get together on the I. & M. Division.  
Not one single item was sent in this month,  
this is your Magazine, use it.

We are sorry to hear that Roy Parker, side-  
table operator in V.D. office, is sick and hope  
that he will soon be back on the job.

W. C. Hickey, Second Trick V.D. Operator,  
is on the smallpox list, but the reports are that  
Bill is getting along fine and we hope that he  
will continue to improve.

There were a few in the office who did not  
believe in vaccination, particularly one individual,  
but when the news spread that Bill had the  
smallpox, their attitude was somewhat changed.  
"If the shoe fits wear it." Here's hoping your  
vaccination works.

Mr. J. M. Mortenson of the Superintendent's  
office is some proud daddy; Jack passed the  
cigars on a dandy baby girl, born November  
23rd.

John Anderson has just returned from his an-  
nual deer hunt. John bagged one, at least  
he says he did.

The offices of the River and I. & M. Train-  
master has been moved to room 12½.

We are sorry to hear that Mrs. F. L. Rowan,  
wife of Fuel Supervisor is on the sick list,  
and hope that she will soon be enjoying the best  
of health.

There have been several inquiries as to where  
the I. & M. items appeared in the last Magazine  
and I want to say that on account of the serious  
illness of Mrs. Wheeler, I was not able to be  
at the office at the time the items were due to  
be sent in and in the excitement of this illness  
I completely overlooked them. At the present  
time Mrs. Wheeler is still confined to the bed  
and no doubt will be for a few weeks. I want  
to thank the many for their kindness and in-  
terest shown us at this time.

### Wisconsin Valley Division Notes

Lillian

MY NEW YEAR'S RESOLUTIONS.

During the coming year I resolve:

To be of service to everyone possible.

To continue my education by being better in-  
formed than the average.

To be a little more courteous than is necessary.

To learn to laugh, remembering that a good  
laugh is better than medicine.

To devote more time and effort to my work as  
a C. M. & St. P. employee.

To earn as much as possible. To prepare for  
the future.

To spend a little less than I earn.

To remember that success is the result of  
mental attitude, and that the right mental  
attitude will bring success in everything I  
undertake.

To fulfill my duties in a conscientious manner,  
whether they are duties toward myself, my

family or the firm that employs me.

To remember the creed of Edgar Guest—That  
I shall come each day to its tasks eager and  
glad to work, grateful for the accomplish-  
ments of the past, but mindful always that  
today demands the best that is in me.

And lastly—to remember that resolutions were  
not made to be broken.

Mr. Otto Enz, from Nahant, Mo., has taken  
up the duties vacated by C. H. Butler, as As-  
sistant Round House Foreman. Mr. Enz, ex-  
pects to move his family here sometime during  
the month. The Division Employees extend a  
welcome, and hope they will find the city of  
Wausau a pleasant place to make their home.

Gardner Keeney, who is employed in the  
freight department on the first floor was taken  
suddenly ill with appendicitis and was rushed  
to the Memorial Hospital where he underwent  
an operation. His condition has been very fa-  
vorable and expects to leave for home soon, where  
he will recuperate. We hope to see him back on  
duty before very long.

We have received word that Leroy Rodehaver,  
son of C. H. Rodehaver, Engineer, expects to be  
married in the near future.

Kenneth Conklin, Clerk in Round House  
Foreman's office, has passed Machinists Helper  
examination and will enter upon his new duties  
January 1st.

Chief dispatcher M. M. Harrington has re-  
turned from a two weeks vacation. Having just  
purchased a new radio set, most of his leisure  
time was spent at home "tuning in".

It was with sincere regret that we received  
word of the death of Carl Giese, which took  
place at Mitchell, South Dakota, after a week's  
illness with pneumonia. The body was brought  
to Wausau for burial. Mr. Giese was em-  
ployed as brakeman on the Wisconsin Valley  
Division, for sometime before leaving for  
Mitchell, where he held the position as Yard  
Master. The Division Employees extend sym-  
pathy to those who are left to mourn his death.

Fred Schiefelbein, who has for several years  
been working in New Lisbon yards has again re-  
sumed work on way freight 91 and 92.

Roadmaster H. Redlich has taken a six months  
leave of absence and will enter into the grocery  
business. We hope the new venture will prove to  
be beneficial to his health as well as a success  
financially.

Engineer John Sullivan has been very ill for  
some time and at this writing his condition has  
not been reported as being very favorable. Ray-  
mond Sullivan of Washington, D.C. is home  
visiting his parents.

Mrs. John Brown visited with relatives at  
Duluth, Minn.

Conductor Otto Olson has been laid up for  
about a month on account of illness but has  
recently resumed his regular duties.

Mrs. Jule Manhart has been on the sick list—  
that keeps Jule pretty busy, with all the cooking,  
washings and sidewalks to be shoveled and when  
he is in the greatest rush, Elizabeth acts up  
and fails him. Well, we have all sympathized  
with him and he takes it all with a smile.

Conductor W. C. Milne has been ill at St.  
Mary's Hospital. His condition, however, is  
very much improved and he expects to be up and  
around within the near future.

MAY THE NEW YEAR BRING SUCCESS  
AND HAPPINESS TO YOU ALL.

### Drippings From the Ice Bunkers

By Spud Bar

The Refrigerator Service Department wishes  
to extend to everybody best wishes for a Happy  
New Year.

Of course, most people make New Year's reso-  
lutions, but we think that some of the following,  
made by employes of this department, are com-  
mendable.

For instance, Bill Hagedorn has resolved that  
starting with January 1st, 1925, he will try to

sit in his chair without falling off at least twice a day. It might help some if we were to get Bill a high-chair, what say?

Mr. Wheeler has resolved to spend more time exercising and less time in taking apart his radio.

Mr. King has resolved to spend no more time training his hair to wave in soft ripples. Someone has put him wise that a marcel only costs \$1.25 and that it really doesn't pay to sit up half the night trying to curl it with hairpins.

Miss Callahan has resolved to stop chewing her finger-nails. If she sticks to her resolution, we predict that by 1930 she will have a complete set, as by looking through a microscope, one can detect signs of a few nails already.

Perishable Freight Inspector Kamm has resolved to drive good cars from now on, so he bought "The Good Maxwell"—the kind that has 4 wheels, no brakes.

And while we mention automobiles, we might say that we know from a reliable source, that Perishable Freight Inspector Peterson of Avery, Idaho will be presented with an automobile by a relative just as soon as they build a road through Avery. Mr. Peterson will then have the distinction of being the owner of the only automobile in Avery. Pete will probably do some fast talking to the County Commissioners about a road, now.

Last, but not least, we are informed that Chief Inspectors Doyle and Westover have resolved that starting with 1925, they will send in their long promised magazine contributions.

In signing off, let us again wish you a Happy New Year, and resolve to do our very best every day in every way, through 1925.

#### Deer Lodge Notes

*W. B. Stracon*

Charles Tokley handed us a poem about Gert-rude and Georgia for the Magazine, but it wouldn't do to print. It was about a Cunningham car for Christmas and had something about "Georgia speaking a gorging mouthful" and a lot of stuff like that. I didn't understand what it was all about, but I will let anyone read it privately for a cigar.

Helen Rae has given out nothing for publication as yet.

Van Nest was asked what was the best stuff on earth. His answer was "fudge."

Ted Hollis is the new store accountant. This young man is moving along so fast you can't see him for dust.

Laura Benson has returned from Rochester, Minn. She had the rough stuff cut out.

Miss Vadin Mullins is a new clerk in the Master Mechanic's Office. She's not a bit hard to look at.

I have been requested to announce that the "Shiek" has all of his evenings spoken for for the next month. Ladies are requested not to annoy him with telephone calls nor to molest him on the streets by importuning him for at-

tention. He will get around to all of them eventually, but just now he has 20 or more on the waiting list and the ladies are requested to restrain themselves and await their turn with patience.

#### Special Commendation

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

Madison division Max Manski, Third Trick Leverman, Anderson Tower, discovered a broken rail one mile east of Anderson, Nov. 28th; section men were immediately notified and repairs were made.

Ill. division operator Kittredge Tower, discovered a slowed truck on St. P. car 501246 in R. & S. W. train 165, Dec. 19th, as train was pulling by the tower. He was able to get a signal to the train crew, train was stopped when it was found that the car was unsafe to handle and it was set out at Kittredge.

R. & S.W. Division engineer J. Liddle discovered and promptly reported a broken rail one mile east of Clinton Junction, December 9th.

Peter Caputo, Chicago Terminals, while on his way to lunch Dec. 18th, noticed a lighted fuse underneath the wooden runway in which the signal wires run opposite the Western Avenue Depot, and after extricating the fuse, put out a fire which had started in the runway.

Illinois Division section foreman at Roselle, Ill., noticed sand-board down on Extra 8350, November 24th, and succeeded in signalling crew of train, which was stopped before further damage had occurred.

R. & S. Division conductor T. J. McCarty and brakeman C. J. Weigart, train No. 62, December 6th, discovered a broken rail about one mile west of Dakota, as caboose was passing over it. Train was stopped and on going back found the defect. Section foreman was immediately notified and repairs made.

Terre Haute Division conductor W. O. Reynolds and brakeman V. J. Weston on November 20th, discovered a large, live clinker on the Kankakee bridge, stopped the train and extinguished the fire.

A. M. Saxer, I. & M. Division, No. 97, November 19th, about four miles west of Vivian noticed something wrong with the train, stopped and found a dragging brake beam, which was removed, thereby averting more serious damage.

L. R. Nixon, Montevideo, Minn., discovered brakes sticking and wheels sliding on a car in train No. 63, Dec. 5th, while passing Webster, S.D.; and called conductor Wilcox's attention to same.

River Division brakeman D. P. Warn, train No. 1, Dec. 8th, discovered hot box on train No. 57 while passing at Lake City, and was able to get a signal to 57's crew before any serious damage had occurred.

River Division conductor C. M. Nichols, train No. 63, Extra West, Nov. 16th, when meet-

ing No. 63 near Whitman, discovered a bad flat wheel on that train and got signal to conductor and he stopped the train for inspection.

R. Blohm, Timekeeper, Galewood, discovered a fire on the sidewalk on east side of Central Avenue viaduct over Yard 3, Dec. 2nd, and immediately got water and put the fire out.

Illinois Division brakeman M. C. Voight noted fire flying while on No. 76, Nov. 9th, and brought train to stop at Albany, where inspection showed B. & O. car 184843, 22nd from engine, with sandboard down, scraping rail. This no doubt averted a bad derailment.

J. Collins, R. & S.W. Division, discovered a broken rail just east of State Line at Beloit. He immediately gave notice and the defect was repaired before further damage had resulted.

Three employes of roadmaster W. Ranallo, Bensenville, Ill., while waiting for the coaches at Bensenville, November 29th, discovered fire at the base of the cinders that support the new waiting room; upon investigation it was found the cinders were afire and it was necessary to dig quite a hole in the cinders in order to extinguish the fire. These men deserve great credit for their alertness and interest in saving the company's property.

The nightwatchman at Western Avenue, Chicago, recently discovered a fire on top of the carpenter shop and immediately notified both the railroad and city fire departments, which resulted in the fire being extinguished with little damage sustained.

Yard clerk K. O. Kopke, Stowell, Station, Ill., about 3:30 P.M., October 26th, noticed a large chain stretched over the west-bound main track, and promptly removed the obstruction; thus doubtless averting a serious accident.

#### "Pop" Greer Saves a Life "Bill Mike"

"Pop" Greer, cartoonist grand and fine,  
Has had a sip of heroic wine.  
Each even he patrols the dam  
To show the bathers how he swam  
To save a life—a lady fair  
Who went beyond her depth out there.  
And how he brought her to the shore,  
Mid dashing wave and cascade's roar,  
Of how she clung unto his back  
Just like a soldier's haversack.  
He says at first he did not think  
Of anything but that she'd sink.  
But then so swiftly came the thought,  
(In times of stress heroes are wrought),  
"I'll win a name, coupled with fame  
And the whole world will then proclaim  
"Pop" Greer, the hero of the hour  
And at my feet the world'll shower  
Appreciations of my act  
If I but use a little tact."  
But ne'er the less, 'twas simply fine  
Of "Pop" to heed the drowning sign,  
And dive and swim to save a life,  
E'en though he can not win the knife.

W. H. CROFT  
First Vice-President

M. S. PAINE  
Secretary-Treasurer

# MAGNUS COMPANY

(INCORPORATED)

Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

## The C. M. & St. P. Railway Women's Club

(Concluded from page 25)

cheer among the sick and needy of the railroad in the Chicago District. Mrs. Elizabeth Peterson and Miss Etta Lindskog were the committee in charge, and through their efforts, Christmas Cheer was carried to a number of those of the Milwaukee Family, who, through illness and misfortune, would not have had a Merry Christmas, had it not been for the efforts and the "good-fellow" cheer provided by this fund.

Twenty three baskets were distributed and the Club extends its thanks to Colonel Whiting and Mr. Larry Benson for their valuable co-operation in sending the baskets to their destinations.

### Milwaukee Club Notes

The Milwaukee Club was the recipient of a very lovely floor lamp, the gift of

Mrs. Emma Cummings, widow of the late J. C. Cummings, veteran conductor on the R. & S. W. Division. The gift will add much cheer to the room and is greatly appreciated by all the members of the Club who passed a vote of thanks for the generous donor.

### The Ottumwa Chapter

A meeting was called Sunday, December 14th, in a coach at Jefferson Street Passenger Station, Ottumwa, Iowa, to organize the Ottumwa Chapter of the Chicago, Milwaukee & St. Paul Railway Company Women's Club. About 75 ladies attended.

Mrs. H. E. Byram, wife of the President of the Milwaukee Railway Company and also President-General of the Club, Mrs. Grant Williams, 1st Vice President-General and President of the Chicago Chapter, Mrs. Carpenter Ken-

dall, Editor of the Milwaukee Employes Magazine and Treasurer-General, all of Chicago, and Mrs. R. N. Scott, 2nd Vice President-General and President of the Milwaukee, Wisconsin Chapter, were in Ottumwa to assist in organizing the Ottumwa Chapter. Very interesting talks were given by those ladies who explained the purpose of the organization—sociality and mutual benefit.

The following officers were elected:

Mrs. B. F. Hoehn, President

Mrs. W. H. Vosburg, 1st Vice Pres.

Mrs. Vern Lawson, 2nd Vice Pres.

Miss Mildred Kissinger, Secretary

Mrs. Henry Bowen, Corresponding

Secretary

Mrs. Herbert Cogswell, Treasurer.

Meetings will be held the second Saturday of each month.

### General Manager's Office Notes

The Milwaukee Women's Club is deserving of much praise and creditable mention in the worthy cause they fostered of soliciting funds throughout the offices of the Fullerton Avenue and Union Station Depot that enabled them to procure over fifty extraordinary sized Christmas Baskets for the families of employes who would otherwise be deprived of enjoying the spirit of Christmas in a fitting manner.

The baskets were put up by our Commissary Department, who were able to use their good influence to purchase all the varieties of food that go to make up a Christmas Basket at wholesale price, thus allowing the donors to furnish an abundance of goodies at a very reasonable cost.

By providing a generous supply of food instead of the usual cash offering, the Club was assuring the contributors their offering was put to the best possible use; and the families receiving same would have to spend double to provide such a feast for the tots were they given the money to purchase same.

"Peace on Earth and Good Will to All" could not be shown in a more fitting manner to the poor families of the Milwaukee Employes than by the above act, as an empty stomach, especially with children, cannot be satisfied with a few toys that are easily broken and quickly discarded.

Success to the Milwaukee Women's Club, and may their good work continue.

The young ladies in the General Manager and Assistant General Manager's office, who took the initiative in this work requested that their names be omitted as they deemed it a duty and pleasure to be enlisted in such a worthy cause, but Mrs. Peterson, who handled the details in the Union Depot and Miss Lindskog, who took care of Fullerton Avenue as well as furnishing some of the names of poor families, must be mentioned.

The employes in the Terminals, who also furnished the names of some of the families that would welcome such a gift and were most in need of same, acted the part of good Samaritans and took care of the distribution.

### VISITS

Miss Pleis made sure she did not forget her grip for her trip over Christmas to Milwaukee, like she did a week previous when she was home on Friday and coming to work Saturday left the grip home and insisted that it was only Friday. Someone must have painted her bed room window with black paint Thursday night and she slept through all day Friday and Friday night.

Miss Nessell will spend the holidays in the far off land of Cragin, where sleigh bells and toboggan slides are in vogue throughout the winter season and Joe has plenty of opportunities to build snowmen without interruption by trespassers. One in a whole an auto passes nearby and if lucky enough hitches on.

The girls were very much disappointed when

# Solving the Elkhorn Grade and Tunnel Problem

The business of a railroad is transportation. General prosperity of the country is impossible if the railroads fail to provide efficient and sufficient facilities to care for all the traffic that is offered by industry. That the railroads of the United States moved during a recent week, a record of 1,112,000 cars loaded with revenue freight, is an indication of the ability of the entire railroad personnel.

The capacity of a railroad is often limited by some particular difficult operating condition. An example of this is the Elkhorn Grade and tunnel on the Norfolk & Western Railroad, which before it was electrified was a real problem to the management. The grade against the east bound traffic varies from 1.5 to 2 percent, with a maximum curvature of 12 degrees. Except through the Elkhorn tunnel where the line is single track for a distance of 3,100 feet, the main line is double tracked. Natural conditions which exist made it impossible to increase their trackage facilities except at a prohibitive cost.

Although the most powerful Mallet type steam locomotives that could be obtained at that time were used, it was impossible to move the increasing traffic without some congestion and delay, for the number of steam locomotives that could be used in the tunnel was limited by ventilation difficulties. However, with business increasing over the entire system, it was necessary to consider some means for obtaining more capacity so that this section would not limit the volume of traffic handled over the entire road.

After carefully considering all of the suggested improvements with steam operation, and studying thoroughly the possibilities with electric power, the Norfolk & Western Railroad decided in 1912 to adopt an electric system for the Elkhorn grade and tunnel. The 11,000 volt, alternating current system was selected for this installation because of the desirable features of high voltage power distribution to the heavily loaded locomotives. It was also possible to use a commercially successful type of induction motor in the motive units.

Westinghouse Electric and Manufacturing Company made the complete installation. The original 270 ton locomo-

tives which were put in service in 1914 have several unusual features of construction. Each locomotive consists of two motive power units which are identical. Each unit has two main trucks connected by Mallet hinges, with two driving axles and one guiding axle per truck. Two 3-phase adjustable speed induction motors are mounted in each unit. These motors obtain three phase power by means of a transformer which reduces the high voltage, and a rotary phase converter. The motors have constant speed characteristics.

By means of the reduction gear drive, the locomotives are designed for a normal full load speed of 14 miles per hour. This speed can be doubled by changing the motor winding through the system of control. Regenerative braking is comparatively simple because of the inherent characteristics of the induction motors.

The results obtained by these motive power units have been highly satisfactory. Speed of tonnage freight hauled up the grade has been increased from seven to fourteen miles per hour. The number of locomotives handled out of Bluefield was reduced from seventeen steam to five electric, and the number in pusher service was reduced from a total of seven steam to two electric. Moreover, electric operation makes possible a great increase in the locomotive miles per day. In fact, the available power, the constant higher speed, and the reliability of the electric operation doubled the capacity of this section of the railroad.

Since the successful operation of the first equipment, the Norfolk & Western Railroad has considered extensions to the original installation. Eight new motive power units have recently been purchased from the Westinghouse Electric & Manufacturing Company. Except for increased weight and rating, these new units differ only in some minor mechanical and electrical details from the original locomotives. These additional units were needed for increased business and for the Iaeger extension.

As a result of the large number of cases where electrification has successfully solved the traffic problem, it is safe to predict that the electric locomotive will play a leading part in the railroad development of the future.