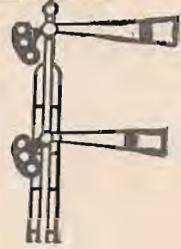
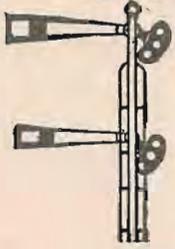


Vol. 14

THE MILWAUKEE MAGAZINE



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

DECEMBER, 1926

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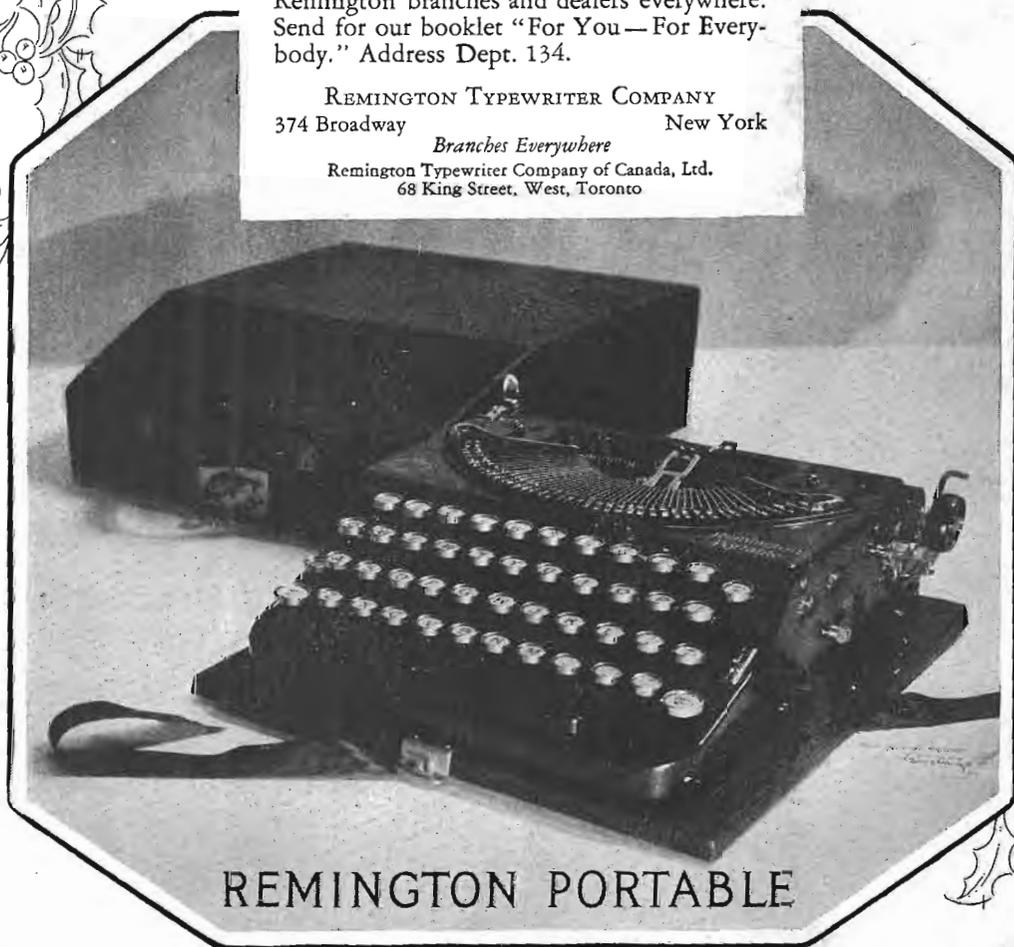
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UNION MADE

OVERALLS

OUTWEAR TWO ORDINARY PAIR

303 West Huntington St.
Savannah, Ga.

June 15, 1926

Larned Carter & Co.
Detroit, Michigan

Gentlemen:-

I have just received my June number of the Trainman, and I want to say that I endorse most heartily what Mr. Moore of Boone, Iowa had to say about the durability of your overalls. I have found them unsurpassable.

Please send me a new time table

Yours very truly

(Signed) H.B. Foster
99
(A.C.L.R.R. Co.)

Larned, Carter & Co.
Detroit, Mich.

Boone, Iowa

Dear Sirs:

I am an enthusiastic customer and booster of your HEADLIGHT OVERALLS.

I have two suits that have given me continuous service for two years with not a rip or hole in them, and they are still going strong. I have never worn an overall that could compare with HEADLIGHT OVERALLS for comfort and durability.

Please send me one of the new Railroad time books.

Yours truly,
H.S. Moore,
Engr. C. & N.W. Ry.

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Unsurpassable!

Even Before We Introduced Our Own HEADLIGHT SPECIAL WEAVE

EIGHT OUNCE DENIM

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NOW—with this incredibly TOUGH, STRONG and LONGER WEARING fabric, Headlight Overalls are

UNEQUALLED

Write me for one of our new Railroad Time Books, they are free!

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World's Greatest Overall Makers

Factories and Branches at: Detroit, St. Louis, San Francisco, Perth Amboy, N. J., Atlanta, Ga., Chicago, New York City. Canadian Factory: Toronto, Ontario.

You Owe Yourself this Finest of Overalls

RAILROAD MEN throughout the country have proclaimed the new #91 Lee Overalls the finest of them all. Everyone who sees this remarkable garment desires it immediately. Following this desire is the complete satisfaction it gives in long wear, neat appearance and solid comfort.

For in the new #91 Lee Overalls is combined the new Lee Blue Denim (exclusive fabric) with many superior construction features. Solid brass can't rust buttons. Double-wear, reinforced pockets. Can't slip suspender slides. Reinforced strain points. Broad, lay-flat suspenders. Rip-proof buttonholes. And many others.

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to nearest factory.*

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KANSAS CITY, MO.**

TRENTON, N. J. SOUTH BEND, IND. MINNEAPOLIS, MINN.
SAN FRANCISCO, CALIF. SALINA, KANS.

Makers of the famous Lee Union-Alls.



The New

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91

"They are absolutely the most comfortable, well fitting and longest wearing overalls I have ever worn. My wife says they are the most easily washed of any overalls I have ever had.—A Missouri railroad man. (name on request.)"

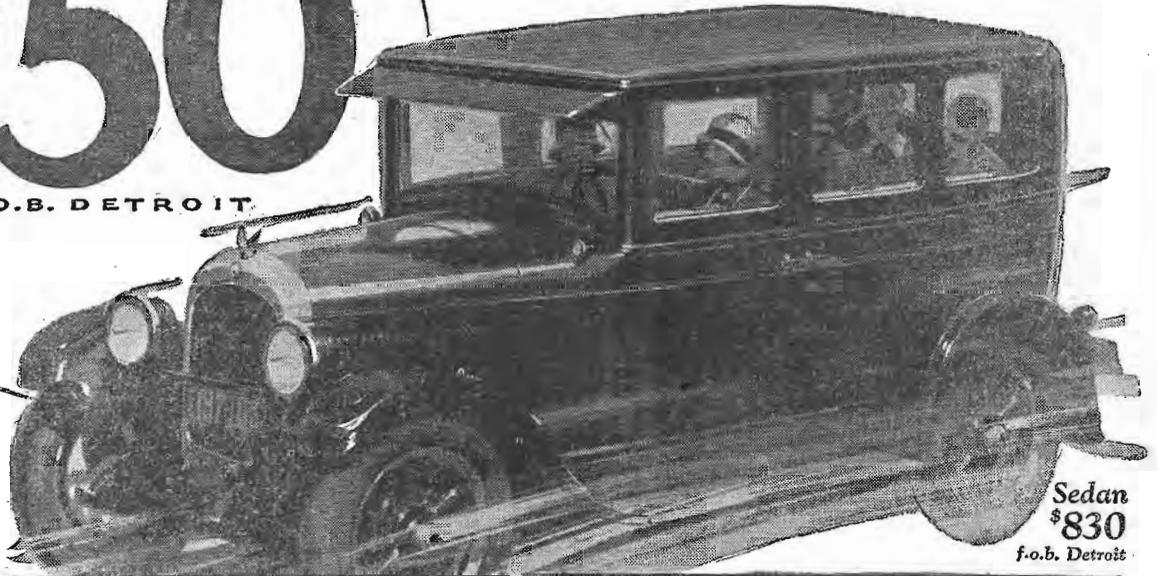


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Greater Comfort—Greater Beauty— Greater Economy

Roomier by far than any car of comparable price—yet giving you 50 miles and more per hour speed, and the lasting economy of 25 miles to the gallon of gasoline—that is the new Chrysler "50".

But that is not all. It has power and smoothness such as you never had before in a car of its price. Thanks to its extra large body you have all the room and comfort of a high-priced car.

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All at a price that is not only easy to pay, but also at operating costs so low as to be astonishing.

Get the most the market affords for your money. Examine and ride in the Chrysler "50" and you will not consider any other four-cylinder car.

Coupe \$750; Coach \$780; Sedan \$830

All prices f. o. b. Detroit, subject to current Federal excise tax.

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CONTENTS

Holiday Greeting	5
The Road to Mandalay	Nora B. Decco 5
Milwaukee Porters and Waiters	T. J. Sadler 7
A Story McGaffey Never Told	Ted 7
The Singing Whistle	Jim Hum 9
The Railway	Will Chamberlin 9
November 22nd, 1926	10
Thomas Paine Horton	10
A Milwaukee Band	10
Keep Up the On Time Record	10
Station Master J. L. Cook,	11
The Ground Hog	W. H. Shafer 11
My Soliloquy	Edw. Murray 11
The Olympian Trail	Edmond S. McConnell 12
Trade At Home	13
The Bureau of Safety	14
Sports	16
Current Railroad Topics	17
Jos. M. Kilgriff, Champion Caller of The World	17
C. M. & St. P. Ry. Women's Club	18
At Home	Hazel M. Merrill 23
Special Commendation	26
On The Steel Trail	27



Nothing Happens of Itself

If you want to go into business, you must not only look out for an opening, but you must also have some money saved to put into it.

If you are fond of travel and want to take an occasional trip beyond the borders of your own state, you must figure on saving part of your earnings for that purpose.

Nothing happens of itself. There is planning of some kind behind every worthwhile accomplishment.

Having a savings account helps things to happen.

A distinctive feature of our Savings Department service is the number of plans we can offer our customers who are interested in systematic saving.

First Wisconsin National Bank
Milwaukee

Capital and Surplus Ten Million Dollars



Holiday Greeting

THE Holiday Season approaches and in behalf of the Receivers, I desire to extend to the Officers and Employes of the Chicago, Milwaukee & St. Paul Railway and their families our best wishes for a Merry Christmas and a Happy New Year.

During the past year, through the loyal and efficient co-operation of our entire personnel, much progress has been made in improving the service and our relations with the shipping and traveling public; and we take this opportunity to express our appreciation.

W. E. Bryan

The Road to Mandalay

Nora Breckenridge-Decco

AND Fate having business on the train, looked to see if her shears were safe in her pocket and got aboard just ahead of McGaffey.

McGaffey nodded to the Sheriff of Placer County getting on with his prisoner and he saw the beautiful lady as she passed along the aisle to the observation car and remembered afterward thinking he had heard some one laugh; but it wasn't the Sheriff nor the man with him, and on the face of the beautiful lady was only pity and compassion.

Looking at his watch, McGaffey gave the head end a signal and with much puffing and steaming and ringing of bells the long line of yellow cars pulled out of the yards westward bound with its cargo of Christmas passengers and Christmas ghosts and Fate with her shining shears.

Dusk lay along the ravines like a drift of amethyst smoke. In the underbrush chic-a-dees scratched and chattered and against the red and rose and gold of the sunset sky the tops of the lodge pole pines marked the passing of another year. The man in the chair beside the car window stared out of the darkening pane at nothing—a curve of hill he knew and a deep rutted winding road—the road to Mandalay—at the end of which lay all that made life worth living—a fire and a womans face—and others so like his own—Christmas—an end like this—how could a man live—things to be done—talked about—never to be again—life done for—ended—how had he got into it, what had he done, what were they after him for any way—Christmas, that blue dress Millie wore—sometimes after supper was over—the dishes washed—lamp on the kitchen table—reading to each other—the little fellows in bed—that blue dress—Christmas ghosts gathering, gathering, crowding.

"Seems to me like a pretty nice young feller" said McGaffey af-

ter awhile, from where he sat checking his tickets beside the Sheriff from Placer county and the sheriff turned from the window toward his friend. "Yes" he said—"Its another of those cases we have to handle where regardless of the law we can't help but think our own thoughts now and then. Looks to me like he was an easy mark for a 'ring' that got what they wanted—and he got the punishment." and he paused, his eyes on the double line of rails falling away behind them as the train sped over their shining surface. "I kind of think they may let him off pretty easy though, from what I can hear, he's been hard working and steady, got a wife and two or three little ones too, that's the worst of it taking him away now at Christmas time and right through his own place too you might say or so close to it down there at the road crossing he probably will notice and take it mighty hard" and he turned again to the window.

The man in the other chair shaded his eyes with his hand and stared out through the glass beside him. Darkness covered the land. Covered the curve of hill and the deep rutted winding road. Behind him the beautiful lady sewed with her colored silks, remembering also other Christmas times, — Christmas ghosts gathering, crowding. They were kind to him today—all of them—that Sheriff now, he was an arm of the Law—but he treated him like a friend—the train Conductor, he spoke like a grouch—but he had a look in his eye that a man knew for the right kind of look—and the lady back of him, sewed—and cut the threads with her little scissors and there was on her face pity.

"There is no hope so tiny, but it's glowing—"

When McGaffey came back into the observation car, where there had been two passengers before—there now was one. The beautiful lady was sewing with

her colored silks and the porter was trying to tell him—how he had just happened to step out one minute to fetch somethin' for the lady suh—but the man who had watched out of the car window for the road around the curve of a hill was gone and none had seen him go nor knew his whereabouts. McGaffey swore.

"Oh! sure he had told the Sheriff to go ahead an' eat, an' he would look after the young feller asleep there by the car window, sure he had told him all that, an' what with the head end missin' that order back there at the road crossin' at Mandalay an' havin' to back up an' all an' that nigger 'steppin' out jes one minute suh to fetch somethin' the lady wanted' how he was goin' to explain to the sheriff if he was an old friend was somethin' more than he was able to figger out from where he was standin' right now" and McGaffey swore again.

He looked at the beautiful lady from the rear of the car but there was naught on her face but loveliness—perhaps pity for the man who had escaped.

McGaffey went out onto the rear platform and snow blew across the doorway. Snow that swept and drifted and covered tracks made by a running man—a hunted man, but one who would spend Christmas with those of his own who loved him—snow that drifted around the hill and over the deep rutted winding road.

And Fate having other business to attend to climbed over the brass railing of the observation car and went about it. Ha! ha! she laughed woman like, having no consideration for a mans feelings, ha! ha! which after all was not so much a laugh as a snicker.

"Yes, ha ha" said McGaffey and with the toe of his shoe he pushed a little pair of embroidery scissors off the edge of the platform into the snow.



Milwaukee Porters' and Waiters' Glee Club

**Milwaukee Porters' and Waiters'
March Song**

Words by T. J. Sadler

The Milwaukee of railroad fame
Has always stood the test
For Service it has made a name
Because it is the best.
The passengers that go its way
And many of them do —
Do not regret the price they pay
For such a loyal crew.

Chorus:
Milwaukee Porter and Waiters
We want the public to know us
As you journey on your way
We will serve you night or day:

When in our cars do not worry
For to your call we will hurry.
The Milwaukee electrified
Its employes, true and tried.

When o'er the mountain side you climb
Up on the Great Divide
Sweet melodies of song will chime
From those with whom you ride.
So smooth and easy without smoke
No cinders in your eye—
A Porter or a Waiter's joke
As on your way you fly.

This song is published and is for sale
by Columbus Crawford, care General Man-
ager's Office, Chicago.

A Story Mc Gaffey Never Told

Ted

With Apologies to N. B. D.

THE Limited had just roared by, its bright red tail sign was fast growing less in the receding perspective; 62 had pulled out onto the main, its motors had picked up the load and were gliding away like birds cleaving the night sky; the long drag was as nothing to those glowering monsters as the wheels turned fast and faster—the motors, the men who were masters of them, the hundred freight cars and the crew who were just gathered inside the snug caboose seemed to be singing Christmas Carols all their own, the burden of the refrain being “We’re going to get home for Christmas,” “We’re going to get home for Christmas,”

“We’re going to get home for Christmas.” Clickety-clack over the rails they sang and the hills, the stars, the bright moon—all tuned in for the joyful song.

A caboose car is the friendliest spot on earth when there’s a good fire, two or three lanterns and a coal oil lamp or two to lessen the darkness and emphasize the depth of the shadows; and in this particular “business car” the crew of 62, fast freight, were gathered around the stove and warming up after the contact with the night wind they had faced when 15 passed them, and the ensuing manoeuvres to get into action again on the home stretch.

There were no more stops for

the freight train until the home terminal, Bill and Jack were up in their rooms and Sandy Macfarland, Tom Akers and a couple of train men deadheading were gathered about the stove. Pipes were lighted and the circumambient atmosphere, blue and aromatic, was soon conducive to discussion. Now a gathering of “rails” presupposes a gab-fest with the railroad and the daily happenings on it, the folk engaged in “putting it over” as prime subjects of conversation. But tonight it seemed different. “Looks like a fine day tomorrow”, from one of the group. “Yep,” and “Home for Christmas for the first time in five years,” from another; and then silence for a little, punctured with copious puffings at the pipes. Finally Sandy Macfarland, removing his pipe from his mouth and tapping it out on the sole of his shoe, said: “See McGaffey’s back on 15 tonight. Where’s he been for the last week or so, sick?” “Naw,” said Tom Akers, “he’s been over t’ Three Forks, t’ see that lady that always sends fer him to come over and tell her a Christmas story fer our Magazine. Heard when I was East last summer that Mr. Gillick’s give orders that when Mis’ Decco sends fer Mac, he’s to be ’lowed t’ lay off an’ go over an’ tell her some story or other, whatever she asks fer. Funny thing ’bout Mac. I s’pose I could railroad up and down this here country ’s long ’s Mac has and I’d never see the queer things he does; and take notice like, of the people and th’ things they ’pear to be thinkin’. No discountin’, Mac’s a reel story teller; and the ol’ boy does more good in this world by helpin’ people in ways that no one never knows a thing ’bout.” “You bet” said Sandy. “An’ he’s got a lot o’ things up his sleeve that he aint never told ’bout. Praps he never will, but it’s sure hoping Mis’ Decco keeps after him ev’ry year, because he can tell ’em, an’ for the most part they’re true, too. But there’s one story Mac aint never told, an’ I’m thinking he never will tell it, ’cause for an ol’ an’ experienced railroad man, it sure was plum near bein’ a disgrace; excep’ o’ course the circumstances was somewhat ex-

tenuatin'. I had the particulars from Mis' McGaffey herself, and she laughs 'bout it, now, but she says 't when it happened she sure was madder'n a hatter 'cause o' course a man aint no call t' even step out onto a depo' platform to pass the time o' day, with any ol' acquaintances when he's on his weddin' journey." Sandy smiled and packed his old pipe up, lit it, puffed two or three times, while the rest waited, confident that a good story was coming. But Sandy continued to smoke and to smile, until the rest of them began to think his little preliminary was nothing but a dud. "Well", said Tom, "come 'cross with that story. If it's a good joke on Mac we ought t' know 'bout it, 'cause you know, Mac never lets a chance go by to git one on us."

"Well," said Sandy, "I d'no 's 'twas so much, but it was funny, way Mis' Mac talks 'bout it. We had a great laugh 'bout it when I was over to Miles City in the hospital and she 'n Mac came over to spend Christmas Day with me, 'cause I was there alone, with the Missis and the kids gone home to Scotland for Christmas with th' folks. She said now when she travels with Mac even after the twenty years of their married life, she keeps her eye on him if he gets out o' the train, 'specially if 't was a meetin' point an' ther' was 'nother train heading in th' opposite d'rection. She also said she always carried the wallet, too. Safer for her 'tany rate." Sandy smoked and smiled and seemed for the moment lost in his thoughts. "Aw, come on, ol' timer, les' have the story," called out Bill from his roost, "we'll soon be whistling in and then, too late."

Sandy puffed away, continued smiling a little, and finally, knocking out the ashes against the stove box, began, "Well, I s'pose if I didn't mean t' tell ya 'bout it, I shouldn't 've started, should I; and I dunno's Mac'll care, anyway, 'tho he aint never told ye 'bout it himself. Y'know, Mac came out West from back in Wisconsin where he'd started on the railroad when he was merely a youngster. He did pretty well back there, but like the rest of us, he thought he saw something

better out here on the new Line, so he come along 'bout the time I did. We worked t'gether, and we played t'gether and lived t'gether for six years and then old Mac said one morning, t' he was goin' back to Wisconsin in a few days, and wouldn't be back for 'bout three weeks. He looked so kinda silly that I 'spicioned right off what was up; but I didn't say nothing, bekuz thinks I, he c'n tell me if he wants me to know, the old gossoon; but he sure is a zany 'f he thinks I aint on to him. Well 't went along for two, three trips, n' then he come in one day flourishin' some passes, five er six, I guess, 'n said, 'well Bo, I'm a-goin to leave ya fer good, tomorra'. What ya mean fer good' says I, 'n then he laughed and said, jus 's if he reely thought 't was a great secret, 'Bo, I'm a-going to get married.' Well you'd a thought, 'f you'd scen him caper around that room, that no one never got married before, and that he was the real dyed-in-the-wool discoverer, after a long sailing on uncharted seas. However, when he got calmed down sum, he says he's going to Wisconsin to get her, 'n then him and her's going to take a wedding tour down to Noo York. So McGaffey went off on the morning train after a hectic night packing and talking and singing and what all; but he wouldn't let me call the fellers in, becuz he said 'twas to be a complete surprise. After the old fool had gone, the boys come 'round one after another, and said, did I know McGaffey was gone to get married; and had I heard the news—Mac was going to get married back in Wisconsin and was going to Noo York on his wedding tour; and all that kinda stuff. Great secret wasn't it? Why, he couldn't no more keep a secret than he could keep from breathin'. If Mac. knows something pleasant, he always shares his knowledge with his friens. Guess that's why that Magazine Editor back in Chi. always tells Mis' Decco to send in one of McGaffey's yarns for the Christmas Magazine. He sure does remember a lot about things he's seen 'n done. Well, Mac. got married. After he'd left for the weddin', I kinda remembered

that I'd ought to be due 'round home fer a visit about that time, so I gets a layoff, and starts back to Wisconsin, couple o'days after Mac. went. No tagalong, y'understand; nothing like that; but just to see th' ol' folks, and a girl 'r two I' left behind me, when I'd come out west. When I got back there, the news was all over the Division, how McGaffey was gettin' married that very day, and 't he was goin East on 6 that afternoon. It happened 't want going to be so very inconvenient fer me to ride 6 that day, too, so I got on, and Mac. and the prettiest girl I ever see up to that time was, sure enough, on the train; and when I strolled into the parlor car, ya c'd 've knocked that old gossoon down with a canary bird's feather. But he spruced up immediate, and I got an introduction to th' wife. She was as nice appearin' in her ways, as she was in her face, and we started in right there being good friends; 'n we've kep' it up. When we got most in t'Milwaukee, I left the wedded pair and when we pulled in t' th' depo, I see a bunch o' old timers standing over by the gate. They see me, too, and one o' them waved his hand 't I should come on over; and so I went. They asked right off, was McGaffey and bride on th' train, 'n I said 'yes', 'n they started over to Track 3 where 6 stood. I went along, too, o' course, and then I went in and tol' Mac. 't there was a lot o' his old time friens wanted to see him 'n wish him joy, 'n all that. He looked kinda frustrated, but he went out 'n I sat down by the new Missis 'n waited to see if he was going t' bring that gang in. Nothing o' the kind, however, 'n so I went out too. They all stood out there on the depo platform talkin' and laughin' and I do declare I've always bleeved 't Mac. just for a few moments entirely forgot about getting married, or havin' a wife in that parlor car, or anythin' but the joy of pallin' 'round with a bunch o' those old rails. Number one came in, and still, 6 stood there, 'n finally came an All Aboard from somewhere, the highball, and No. one began t' move. Then that bunch o' rapscaillions says, quick and excited like, as they

turned Mac. 'round two, three times, 'Quick, ol' man, there goes yer train,' and without waitin' to see or to think which way that train was goin', the young bridegroom, without his hat or his overcoat, went galloping over the tracks and jumped aboard, just as the vestibule doors went shut and she was off, with not a stop until she got to Portage. Pretty soon 6, started, and in a few minutes Mis' McGaffey began t' wonder where was her lawfully wedded Lord and Master. The train rolled on, but no bridegroom appeared, 'n then, the porter told me afterward, she got worried, 'n then she cried a little, but before she got to Chicago, she was as mad a little bride as ya want ta see. She dived her hand down into Mac's overcoat, and produced his wallet with all his money an' his passes, an' all, she had the train searched, 'n she knew Mac. wasn't on, but she kinda looked for a telegram when she got to Cor—No, Sturtevant, but nothing came; so then she sat back, pretty and composed like, an' waited to see what happened next.

But Mac.—well, the men on that No. 1 said he raved 'round like a wild man, wanted to get off, wanted the conductor to stop at Wauwatosa so's he c'd telegraph, but nothin' doing, they was all as hard-hearted as the rock-ribbed hills. The poor guy didn't have but 'bout fifteen cents o' money, and no hat or no overcoat and no transportation. The whole train crew let on like they didn't know him and the conductor said he'd have to take him to Portage, becuz that was his first stop but he'd have to put him off there, becuz he didn't have no money nor ticket.

They sure razed that poor devil all the way to Portage, and him rarin' round like a wild man, all the time going away from his new bride, sixty miles an hour; an' her going away from her new hubby at 'bout the same rate; an' to tell the truth not much in th' way o' encouragement for him when he did get to Portage—stranded without money or a identification card o' no kind. Well them fellers 't put up that job, had it fixed pretty near per-

fect—but I guess they was kinda sprized when they heard that when No. 1 got to Oconomowoc, the board was against 'em, and when they stopped a telegram was put on from Jim Gillick, who was superintendent o' the C. & M. Division that time, sayin' to give McGaffey some money and transportation was fixed for him to come right along on No. 4 when she passed No. 1. An' the way that happened was this, J.T.G. got on No. 6 at Sturtevant, and when he heard the story o' the lost bridegroom, he called them fellers all kinds o' fancy names, and went in an' asked Mis' McGaffey could he do anything for her. She perked up a bit at first, but when she began to tell him 'bout losin' her husband, an' she didn't know whether he was killed or had run away from her or what had happened, she got droopy, but th' ol' man told her not to worry, 't he knew just what to do under such circumstances, an' that he'd find out all about it right away. When 6 arrived in Chicago he took her up to his own home with him 'n she had a swell time 'til that runaway husband showed up; 'n then she always says she was enjoyin' herself so much she didn't know whether she wanted t' go along with Mac. or stay where she was. Well things was fixed up, but Mac. sure did have a hard time explainin' 'bout bein' so excited seein' his ol' pals, an' all that. Well, there's th' whistle. Guess we better be humpin'. Merry Christmas."

The Singing Whistle

The sound of music fills the air
The organs' throb—the trumpets blair
From whence, pray, comes this vibrant note

That seems so near, yet so remote?
What is this mellow harmony—
The murmurs of the wind and sea
That fall so softly on the ear—
Please tell me what it is I hear.
It is a locomotives' song—
The "Bassoon Chime" so clear and strong,

A warning, yet a tuneful note
From out a whistles' brazen throat.
Echoing notes from pipes of Pan,
A fairy flute yet played by man—
Those tunes so soft—so sharp and clear—

That is the music that you hear.
But where are all the raucous screams?
The engines voice has changed it seems,
Where are the shrieks that once held sway?

Where are the sounds of yesterday?
Those sounds from Milwaukee rails
Are gone—those shrill and tuneless wails

With link and pin and diamond stack
Are buried deep beside the track.
When on the yellow trains you ride
No scream will irk you as you glide
O'er mountain tops—thru canyons deep—

All undisturbed will be your sleep.
Come, ride with us and hear our song;
We're going—will you come along?
And as we ride our tale will tell
With whistles like a silver bell.

—Jim Hum.

The Railway

You can stuff the sky with airplanes
Till the henhawks hunt their roost,
You can crowd the seas with vessels
Till old Neptune's sharks are loosed,
You can sprawl along each highway
Busses, trucks—an endless throng,
But I'll still speak for the rail lines,
They shall have my tribute song.

Pioneers who came in 'schooner'—
White-winged migrants of the trails—
Will with shining eyes remember
The glad coming of the rails;
With warm hearts will tell the story
When upon the prairie's rim
The first locomotive sturdy
Drew its string of coaches trim.

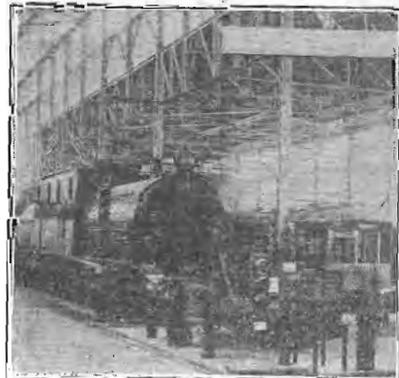
Missionaries carry bibles
To the heathen Tepeeland,
Claiming for themselves high prestige
In uplift that's good and grand,
But, although the railroad builder
And the runner of the trains.
May lack in pious language,—
They have labored for man's gains.

Where would be your great Chicagos,
Denvers, proud Los Angeles;
Where would be your corn and wheat farms

And your ranges, if you please,
If the railways had not headed
To them, put them on the map?
They would be but marsh or desert
In their old, primeval nap.

So I'll leave the rest to others
While I stand by, boost the cars,
For they've been a gift unequalled
To this land of stripes and stars.
They have bound the gray Atlantic
With the blue Pacific's bourn,
And the day we scorn or slight them
Is a day, God knows we'll mourn.

—Will Chamberlain.



C. M. & St. P. Ry. Exhibit at Sesqui-Centennial, Electric Motor in Foreground

THE MILWAUKEE MAGAZINE

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Libertyville, Illinois

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November 22nd, 1926

On the date in the caption above, this railroad property was sold under the hammer on the steps of the company's passenger station in Butte, Montana. There has been much speculation as to why the sale should take place in Butte, and the explanation is that in the foreclosure, there were two mortgages—one covering a mortgage on property of the entire System; and one covering a mortgage on the Puget Sound Line. As the sale must, according to law, take place on the property to be sold, Butte was chosen because that location covered the legal requirement of being on the property involved in both mortgages.

The sale was made to the financial interests represented by Kuhn-Loeb & Company and the National City Bank of New York City, for a price named of something over \$144,000,000.00. This price does not, however cover the amount which the new organization actually pays for the property for it assumes obligations amounting to several hundred millions additional; and while the railroad property seems to have been knocked down at a very low figure, the real facts are that the new company will have a very great deal more money invested than appears in the published price for which the property was secured.

The plan of re-organization reduces fixed charges from \$21,836,793.00 to \$13,778,353, bringing it safely within the earning capacity of the property; and outstanding indebtedness is taken care of by cash payment, by sale of timber lands, by exchange of present bonds for those of the new corporation; by assessment of both preferred and common stock etc.

The sale and reorganization plan is subject first to the approval of the United States Court; and then by Inter-State Commerce Commission, all of which will require several months, meantime the property will continue to be operated by the Receivers, under the old name. When the new Company enters into possession, a change in the name of the railroad is being considered from Chicago, Milwaukee & St. Paul to that of Chicago, Milwaukee & Pacific, the idea being to have its title more comprehensive of the territory which the property serves.

Thomas P. Horton

ON October 27th, occurred the death in a Sanitarium at Wauwatosa, Wisconsin, of Thomas Paine Horton, Assistant Superintendent of the Terre Haute Division. Death resulted from a complete nervous break-down, superinduced by shell-shock received in Service in France.

Mr. Horton was in his forty second year. He was born in Wentworth, South Dakota, and removed with his parents while still a small boy, to Spring Valley, Minnesota, where his father was agent of this company for many years. He graduated from high school at Spring Valley in 1902 and immediately entered the service of the Milwaukee Ry. as telegrapher. He followed this work at various stations on the Southern Minnesota Division. He was promoted to trick dispatcher working at Miles City, when the road was new in Montana, later returning to Madison, S. D. and then to La Crosse as dispatcher on the S. M. Division. He left this position to enter military service at the entrance of the United States into the World War. As 1st Lieutenant, he recruited Company D. of the 13th Engineers. He received his commission on May 28th, 1917; sailed with the 13th, in the same June, and served in France with his regiment for nearly two years. He was promoted to a Captaincy, was Regimental Adjutant and returned to the United States as Major of the 2nd Battalion of his regiment. Major Horton's discharge papers bear the following endorsements: "Took part in skirmishes, Champagne sector, August 18th, Sept. 11th, 1917; Verdun Sector Sept. 11, 1917, October 18, 1918, Meuse-Argonne Sector Sept. 26th, 1918; Nov. 11, 1918, St. Mihiel Sector. He was awarded the Medal of the Legion of Honor on Aug. 14, 1919 for especially meritorious and conspicuous services, Verdun, France, A.E.F. "War Service Chevrons authorized, Three Gold."

On his discharge from the Army at Camp Grant, May 14th, 1919, Major Horton re-entered the service of the Milwaukee, as Trainmaster of the Kansas City Division. He was later transferred to the LaCrosse Division as Assistant Superintendent.

He is survived by his widow, Mrs. Beryl B. Horton and two sons, Willard and Bernard, to whom the deep sympathy of his many friends of the railroad service is offered.

As "One T. P." the readers of this Magazine will remember Tom Horton. His lively and humorous writings, contributed monthly were always one of the bright features of this publication; and when "T. P." entered military service, and his page disappeared, it was a very definite loss. His was a sunny, smiling nature — kindly in feeling toward all—a friend in need always; and a man who enjoyed the love and respect of his associates and the confidence of his employers. He passed in the prime life leaving a memory that will be tenderly cherished by his countless friends.

Burial took place at Spring Valley, Minnesota, with Masonic and Military

honors; and he was followed to his last resting place by a large number of his railroad friends from the K.C. LaCrosse and Terre Haute Divisions; and a notable gathering of Ex-Service men.

A "Milwaukee Band"

HURRAH!!! We are going to have a Milwaukee Band. Up in the Twin Cities, arrangements have already progressed to the point where the Band is a certainty; and there will be, before this Magazine reaches its readers, substantial evidence of its existence.

Mr. Jalma, Musical Director of the University of Minnesota Band has been assisting in the organization and there will be between twenty-five and thirty pieces.

The Twin City boys expect to give an entertainment on December 2nd to raise money to finance the project; and it is expected that the Band will be ready to perform not later than the first of 1927. It is expected they will be able to give one or two selections at the December 2nd entertainment.

A Milwaukee Band has long been a cherished idea of General Superintendent C. S. Christoffer, and it has been through his very active co-operation that the project has materialized. Nothing in the way of favorable publicity for the railroad can exceed a good Band that travels about wherever it is possible to go, giving performances or officiating at social and civic affairs on the System, and a very successful future is prophesied for this undertaking.

"Keep Up the 'On Time' Record"

THIS slogan is constantly foremost in the minds of all railroad employees who have to do with the movement of trains.

On the Chicago, Milwaukee & St. Paul Railway their activities have been most effective.

In the last six months more than 78,000 passenger trains—some 433 trains per day—have moved over this one road with about the regularity of the stars in their courses.

Northern Montana Division, operating 400 miles of railroad, in this period made schedule running time with 100% of its trains during five months, and with 97.6% the other month.

Terre Haute Division, with over 400 miles of track in Illinois and Indiana, had a record of 100% for four months; 99.5% and 99.8% the other two months.

Sioux City & Dakota Division, 532 miles, and Iowa & Minnesota Division, 300 miles, ranged from 98% to 100% in the six months, and the Southern Minnesota Division, of 589 miles, made a monthly record of 99.2% to 99.7%.

These are but a few examples of the good showing made by the various divisions of this 11,000 mile railroad.

A record like this is evidence of close and intelligent team-work among thousands of Milwaukee employees to make rail travel safe and dependable.



J. L. Cook, Station Master, Minneapolis, Minnesota

Station Master J. L. Cook of Minneapolis

MR. COOK is a Veteran of The Milwaukee, having begun railroad service in 1875, as brakeman on the I. & M. Division, between Minneapolis and Austin. He tells of his railroad service: "Our passenger station, then, was at one end of what is now called the "In" Freight House, which stands on Second Street. Our present station stands where was once what we called the Slough; and there was nothing at South Minneapolis at all only the old I. & M. Line, with one spur to a stock chute. All of our Shops and roundhouses were located at Sixth Avenue, South, in what is now the Milling District.

In 1879 my conductor was transferred to the River Division and I was promoted to conductor on the River Division, too. I ran a train on that Division until 1888, when I got Western Fever and went out west, running a train between Ellensburg and Tacoma on the Northern Pacific.

I ran trains on various railroads for eight years, but never found any that I was satisfied with—got lonesome for the Old Milwaukee, and so came back in 1896. I went into yard service and was promoted to be Assistant Yardmaster in 1900. In 1904 I was Acting Station Master off and on continuing this work until 1904, when I was regularly appointed Stationmaster."

Mr Cook is widely known and is popular as far as his acquaintance extends. He is a splendid Milwaukee Booster—probably his eight years away from our service taught him the lesson of "The Milwaukee Spirit"



Residence of Engineer, John McCullough, Deer Lodge, Montana

The Ground Hog

W. H. Shafer

TWO miles above La Crosse, before the C. M. & St. P. Railway built across the Mississippi River, there were two distinct channels. Most of the river traffic used the east channel, but when the road decided to build, the government decreed the west channel to be the main channel and traffic was diverted that way.

An Island about three miles long and a half mile wide separates the channels and when the river reaches a ten foot stage, it overflows nearly all of it and bears heavily towards the east as if trying to get back to its old bed. On the highest point of this island was a ground hog village. Ever hear of a ground hog village? Well, they have them, and I have seen eight of the little fellows at one time cavorting and playing and there must have been many more judging from the holes and different small mounds

In the spring of 1897 the government gauge at the wagon bridge registered thirteen feet and seven tenths. The danger line is twelve feet. Knowing that they would be flooded out at this extremely high stage of water, I decided to row over and find out what had become of them. On nearing the spot, I could hear dogs barking. This was peculiar since no animal could get to the place without swimming. I also wondered what they could be doing there. To my astonishment, there were two large dogs standing in water about a foot deep and yelping at two ground hogs that were clinging for dear life to a small elm tree, so small that they could hardly hang on, and bending the tree to within two feet of the water. The dogs would bark and jump and try to get them but the water impeded and they could not reach. It was a puzzle to me how these dogs got there, the nearest and only dry land was the railroad fill a mile away and French Island fully as far. On approaching, the dogs took to the deep water and swam towards French Island, that's where they undoubtedly came from.

Having scared the dogs away, my attention was given to the two little runts up the tree. By calculating the rising of the water I reckoned these little creatures had been marooned at least three days so I decided to play big brother and give them a lift. Backing the stern of the boat, a flat boat with a wide back seat, against the tree, one of them let go and dropped in the seat and lay there motionless, too weak to move. The other fellow still clung. Taking the blade of one of the oars I got it under him and lifted him on the seat with the other one. He appeared more lively and showed fight, but I didn't molest him and he cuddled up to his mate and lay still. I swung the boat out into the channel clear of the trees and brush and started for the railroad fill. All the way down the lively one would purr and nose around the weak one and try and encourage him but he lay perfectly still, too weak to move. On reaching the railroad fill, I backed the boat so the stern struck the landing first and

the lively one sprang out, but not so with the other one who made repeated efforts but could not make it. The lively fellow sprang back into the boat and tried to help but it was no use, so again I took the blade of the oar and lifted him out on dry land. With a little grunt of joy the lively one again purred and nosed around him trying to get him under cover in the brush. I watched them a little while then resumed my journey down the river.

Visiting the village after the water receded, I found no signs of any of them. The little mounds were all washed away and the ground holes filled with dirt due to the high water. Undoubtedly they all perished except the two rescued, or else they found a new home.

My Soliloquy:

By Edward Murray

The famous Deadwood stage coach was used as means of conveyance before the advent of railroads in the West; when the days were "wild and woolly" regular trips were made in it overland; Road Agents and Indians made it an object of attack for plunder and booty... It was only when the vigilantes cleared the country of outlaws and rustlers that journeys were made in peace and security.

The coach is the property of the Miles City Roundup and Historical Association.

My day is done and night has come at last,

To cast its shade o'er an historic past,

And here I stand, as if a thing apart,
Not even dreamed of for the painters art.

But such is fate, Time's changing hand must go,

Forth to leaders who can progress show.

To this I yield, content with thinking o'er

The long, long trail that I shall shall see no more

Nor boundless range, bedecked with sage and pine,

That lent enchantment to this frame of mine

As o'er the winding path, with frequent thrills

My mustangs led me to the old Black Hills.

And back, without complaint or jeers or frowns

From those kind friends who shared my ups and downs.

A splendid past and full of memories clear,

Gaze on me traveler and be of good cheer,

Remember that thy end will be as mine Retired, replaced, reviewed for what was thine.

Lovingly yours,

A Stage Coach.



The Olympian Trail

By Edmond S. McConnell

CHAPTER VI—The Missionaries

THE pages of American history are dotted with the activities of missionaries particularly of the Jesuits among whom such men as Fateher Marquette and Father Hennepin stand out, not alone as missionaries but as explorers as well. Men of other faiths, too, have a mighty share in the development of the continent, but nowhere has the mission influence been stronger than in the Pacific Northwest. The Protestant churches laid the foundations of American civilization in the Oregon country and the work of the Jesuit fathers has made the Indians of Idaho and western Montana among the most progressive of the tribes.

There is rather a touching story told in connection with the coming of the missionaries to the Northwest and it is well worth repeating. The Indian tribes of Idaho and western Montana were peculiar in their susceptibility to religious influence; their native forms of religion were deeper rooted than among most tribes. With the coming of the half breed French Canadian and Iroquois trappers of the Northwest and Hudson's Bay Company, they were told of the "Blackgowns" and the "Book of Heaven" which taught the only true religion.

The idea smoldered among the Indians for years until it finally took definite form in a deputation of four of them to St. Louis. The Indians revered the memory of Captains Lewis and Clark and they felt sure that Captain Clark, whom they knew lived in St. Louis, could help them to obtain instruction. Whether the first deputation of Indians were Flatheads or Nez Perces is not clear, but suffice it to say that the four of them made the long journey to St. Louis. There they were feasted and feted, and Governor Clark made every effort to entertain them. They suffered from illness and two of them died in St. Louis. Before they left one of the survivors is supposed to have made quite a celebrated speech in which he said they had failed to obtain the thing most sought, the "Book of Heaven."

How, and if ever, they arrived home history does not record; the great fact was that the seed had been sown, which aroused much discussion in the Christian periodicals of the day and stimulated missionary activities of the churches. The Jesuits in St. Louis were still too weak in numbers to respond immediately, and the Methodist church was the first to act by sending out two men, Jason and Daniel Lee. They joined the second expedition under Nathaniel Weyth, which left St.

Louis in 1834. For some reason, possibly because the Wyeth expedition went on to Oregon, the missionaries did not stop among the Flatheads or Nez Perces but went on to Fort Vancouver where Doctor McLoughlin provided them with guides, horses and provisions. They continued a short distance farther to a little settlement of half-breed employees of the Hudson's Bays Company on the east side of the Willamette River. There they were given a hearty welcome and they began their vigorous efforts to Christianize the Indians.

The same year the Presbyterian church prepared to enter the mission field and sent out Samuel Parker. It was intended that he should accompany the annual expedition of the American Fur Company, but he did not arrive in St. Louis in time. The next year Parker, accompanied by Doctor Marcus Whitman, made the journey to the Rocky Mountain rendezvous with a party of fur traders. There they met Indians whose religious interest was so intense that Whitman returned to the East to report and to secure additional men. While in the East Whitman married; and as he was about to start for Oregon he induced Rev. H. H. Spalding and his wife to accompany him.

Arriving in Oregon, Whitman started a mission near the Walla Walla River, while Spalding commenced work among the Nez Perce Indians at Lapwai on the Clearwater River. Mrs. Whitman and Mrs. Spalding were the first white women to cross the Rockies and the two little missions were the first American homes in the Pacific Northwest.

Whitman later became quite a famous character in the Oregon movement. Some historians attribute the saving of Oregon for the United States to Whitman's historic midwinter ride back to the East. Although the story is perhaps overdrawn, he was at least instrumental in creating a deeper interest in the country. The year following (1843) his winter journey he piloted a large migration of over a thousand people to Oregon, and that practically changed the drift of the Oregon question. It was of immense importance to the American side of the struggle under the joint occupancy scheme.

So it happened that the Indian deputation in 1831 seeking the Jesuit fathers became the start of a Protestant missionary movement in Oregon, which in turn was the forerunner of American civilization in the Pacific Northwest.

But the Flatheads who most desired

the "Blackgowns" did not receive instructors; so other deputations were sent to St. Louis in 1835, in 1837, and again in 1839. At last they were successful, for in 1840 Father Jean Pierre DeSmet was sent to survey the religious field among the Flatheads. He was met at Green River by a large delegation of Indians and went with them as far as the Three Forks of the Missouri. He was greatly impressed with the wonderful opportunity, so with the promise to return in the following spring he went back to report to his society.

Almost single-handed Father DeSmet raised the money for the project; he was successful, so with two other priests and three lay brothers he returned to the Flathead country to keep his promise. In September 1841 the little mission of St. Mary's was founded in the Bitter Root Valley near the present village of Stevensville. Father DeSmet visited the Columbia Valley the next year and there he found that two Canadian priests had founded St. Paul's, a little mission in the Willamette Valley.

In 1843 Father DeSmet visited Europe and then returned to the Columbia by way of Cape Horn the next year. Once again among the Indians he assisted in starting a central mission on the Willamette River. On his way to the Flatheads he founded the original St. Ignatius Mission at the Great Bend of the Clark Fork River. The same year a new mission, the Sacred Heart, was built among the Coeur d'Alene Indians on the St. Joe River about a mile from the southern end of Lake Coeur d'Alene. Two or three years later it was moved to a more suitable location on the Coeur d'Alene River near the present town of Cataldo, Idaho. This mission, designed by Father Ravalli, has always been known as the "Old Mission." In 1854 the St. Ignatius Mission was moved to a new location not far from the lower end of Flathead Lake. It is notable in that it has been in continuous use since that time.

Father DeSmet and his colleagues were a powerful influence for good among the Indian tribes, and their memories are honored by towns named for them in both Montana and Idaho. Father DeSmet probably had a greater influence among the Western Indians than any other white man, and his good offices were often sought by the Government as an emissary of peace during the turbulent years of the Indian Wars.

The importance of the Missionaries in their relation to the growth of the country is too little appreciated. Far more credit should be given them, for it was due to their work that American interest in the Northwest was kept alive and their persistent effort and abundant propaganda effectively stimulated interest to such an extent that a tremendous procession of men, women, and children sought the famed trail to Oregon.

Trade At Home

THE following article was written by Mr. J. C. Meyer, agent of this company at Cannon Falls, and was published in the Cannon Falls Beacon.

This sort of active interest in the welfare of the railroad company is splendid co-operation and The Magazine is glad to acknowledge the credit which is due Mr. Meyer.

The saying goes, "If I buy out of town and you buy out of town, what is going to become of our town?"

The other night one of our business men handed me a circular letter that the Twin City Truck Terminal, Inc., is circulating among the business men between the cities and Rochester, asking the business men to stand back of them and fight for them to keep a truck line, namely, the Witte Transfer Company.

I am going to try to give you a few facts, and when you take everything into consideration, I think you will not care to support the trucks and busses going through town.

The railroads in Cannon Falls are without doubt one of the biggest businesses in the city. We have our right of way here and our station grounds and yards. We pay taxes on these grounds just the same as you do on your store buildings and the money collected from the railroads through taxes are used to take care of the public schools and everything else that your tax money goes to.

The railroads in Cannon Falls employ about twelve men. This means twelve families that the railroad is supporting in this little city. Most of these men own their own homes and are also taxpayers here.

The Witte Transfer Company has ten trucks. They pay a license on these trucks once a

year and they have no right of way to pay taxes on. The money they pay for licenses every year is put right back into their right of way, the Trunk highways of the state. The Witte Transfer company has no employees in this city. They are not spending any money here.

One of the State Highway officers told me the state of Minnesota could give each truck over two tons, and every bus, a million dollars to stay off the highway and still save money.

Every one knows the value of trading in your home town. The railroad is a business place. We are selling service. Our freights from the Twin Cities bring your freight here by the following noon that you ordered over the telephone yesterday.

We haul carload after carload of freight that you can not ship by truck. You want to see the railroad run into Cannon Falls as bad as I do. If you keep patronizing the trucks and pass up your railroads, they are bound to have to quit running. When that time comes, what are the people of Cannon Falls going to do for service? We have a lot of freight coming from Chicago, New York, Cincinnati, Columbus and a number of other cities in the east. If you have no railroads who is going to haul this freight? Surely not the trucks. Their charge on this stuff will be twice what the original cost was. Every one complains that railroad rates are so high that they cannot ship on the railroad. Still you patronize the trucks. I do not know what the Witte Transfer company charges for transportation from the Twin Cities, but the local truck lines charge forty cents per cwt. from the cities on all goods. The railroads will haul your sugar for 15 cents per cwt. your canned vegetables for 15 cents per cwt. your canned fruit and cereals for 19 cent per cwt. Their highest prices in most instances is only 28½ cents per cwt. Figure your savings. I saw a whole truckload of sugar come from the cities the other day. Forty sacks of sugar cost this man \$16.00 to haul by truck. If this man had shipped this over the railroad he would have had it here by one o'clock in the afternoon. The cost would have been \$6.00 for railroad transportation and \$2.80 for drayage to his store from the depot. When you think of the saving in this single item you can see for yourself where it is cheaper to patronize the railroad.

I am going to furnish a house in the near future. I can go to the cities and buy all my furnishings for prices that would be quite a bit less than I could get them here. But I value home trade that much that I would rather buy my things here than go somewhere else and give them the money. When you patronize railroads you are patronizing home trade. It is keeping several families in our city and also paying taxes on our schools and everything else that your taxes go to.

I thank you.

An old lady walked into the judge's office.

"Are you the judge of Reprobates?"

"I am the judge of Probate," replied his honor with a smile.

"Well, that's it, I expect," answered the old lady. "You see," she went on confidentially, "my husband died de-tested and left several little infidels, and I want to be their executioner."

—Thomas Topics.

Dubuque Shop Jingles

Oosie

Dear Santa Claus:

As Christmas-Time will soon be here, and as we know you hold us dear—we give you below our list of wishes. Send Peggy, please, a set of dishes—'cause in the Spring she'll need them bad. Get her the strongest what can be had. Also a Hoyle book on bowling, "handicap" she thinks is a man; said the other day that one of the teams should give that guy the can.

Bring Horsfall some soothing syrup, please, so when he howls poorly he don't snort and sneeze—and bust up the game and rant and rave but bears up nicely and is real brave.

And Ed Wagner a nursing bottle—one, that will just fit this little Mother's son.

Bring Cahill a carton of cigarettes—also a dollar or two; he's been mooching and broke all the past year, so Santy remember him, do!

And Sully—a box of matches (his match is in Heaven, we know) but bring a supply just the same, because he pesters us so.

For Mr. Mack, who looks to the future—bring his 1927 horoscope true—he sure will enjoy it immensely and I'll be very grateful to you.

Jimmy Bell, who has a brand new Nash (a peacherino you bet) send a nice glass case to keep it in, from the snow, the sleet and the wet.

Bring Mr. Fernstrom a gutterless alley so he can bowl real good, and Mr. Howell pins that are steel ones—he smashes the ones made of wood.

Monroe Royce—a brand new shovel; a nice big one please bring to this boy—it isn't needed for the garden, he just wants it for a toy.

Our Montana Cowboy (the little short fellow) whose only 7 feet tall, bring a nice long step-ladder, then he'll pick out a star for us all. (I want a he-star for mine.)

And Avery—don't dare to forget him; a fog-horn is all that he needs. This request comes well recommended—twill be one of your charitable deeds.

Jim Carter—please bring him a mattress, some pillows, a spring and bed-stead; deliver them right to the roundhouse—cause he sure is a big sleepy-head.

"There's no place like home, boys" Geo. Glassner sings all day; a photo for him of his old home-town will drive his blues away.

Bring Jim Smith a brand-new bowling team—his is getting worsern worse, he said he's going to kill 'em off and tote them away in a hearse.

Bring the Minstrel Boys with their first-class show, a nice packed house wherever they go.

Take to Skulie Einarson out in Perry, our wishes for a Christmas, Merry. And his successor, Mr. Butler here, tell him we welcome him with cheer.

And last of all bring Frankie Frick—a lot of playthings cuz, he's the boy that en-joys 'em—he does, does he? he does!

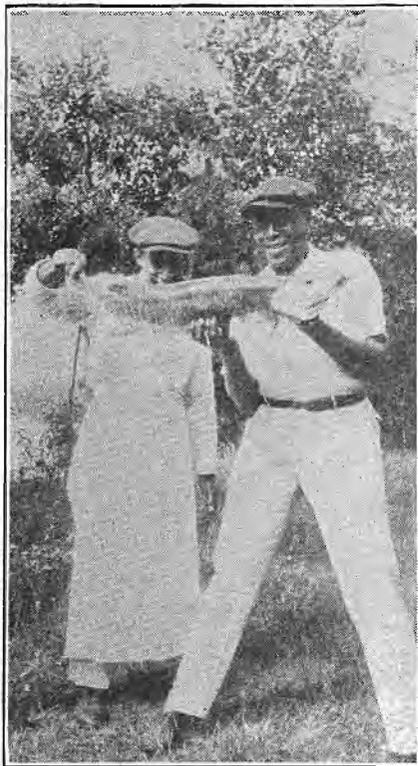
P. S. I 'most forgot—bring Radi a rattle; he figures it won't cost so much to keep up!!!!

"I think it's perfectly terrible the way you lead men on!"

"Lead men on? Don't make me laugh! It's all I can do to hold them back!"

—Life.

Page Thirteen



"When Gillick Goes to Fish." Crawford and "Bailey" holding one of the Big Ones



Safety

By L. K. Silcox, General Supt.
Motive Power

THE meaning of human life is experience. Responsibility alone brings experience. Individuality is developed by responsibility. Methods may change; the individuality persists. In law a person who is not responsible for his behavior loses his individuality, for responsibility is the functioning of an individual—a conscience—who promises, who stands sponsor for the acts of the person. The real individualist devises ways to encourage the individuality of those he employs and holds himself responsible for the results. This is the first charge on his enterprise; material prosperity comes second.

When safety is made a matter of serious study, two fundamental relationships come into view that are in themselves sufficient to cause the movement to be indispensable. These are, first, that safety is only one of the manifestations of a deep thorough-going efficiency that will show itself not merely in production but in safety, and morale as well, and second, that safety is primarily a matter of the head rather than the hand and hence pre-eminently educational.

In mentioning the subject of sustaining interest in safety, the mind naturally turns to safety committees or to employes who have lost interest or who need to have their interest improved. It may be, however, that the loss of enthusiasm on the part of the employe can be traced to lack of interest on the part of the employer. Unless the latter has consistently and conscientiously kept up to date in the matter of safety, he cannot lay the entire blame for lack of interest in safety on the employe. One of the ways in which an employer can certainly indicate his sustained interest in safety is by maintaining news avenues of approach, as well as by adopting devices and processes that are developed from time to time, and while this is not meant to indicate that all schemes brought to his attention should be made standard, it does emphasize the need for, at all times, being ready to listen to suggestions, the application of which will make for improved safety in the handling of the work. Such a procedure does, at times, represent the expenditures of considerable sums of money for new and improved equipment or new devices. Such a situation is inescapable in view of the contribution of the engineering profession to safety, which has been very marked, and the application of electricity and other sciences in the way of advanced forms of machinery and processes have

aided safety very materially. An employe who takes advantage of all these developments to add to the safety of his plant, is making a substantial investment toward maintaining the interest of his employes in this important subject.

It is interesting to observe figures in the 1925 report of the Director of the Bureau of Safety in the Interstate Commerce Commission, indicating the number of freight and passenger cars and locomotives inspected, the number found to be defective, and the percentage defective each year for the past ten years and from them see that the 1925 showing is better than any previous year:

In addition, the following tabulation, for period June 30, 1921 to 1925, inclusive, covering freight cars inspected and percentage found defective,

passenger cars inspected and percentage found defective, locomotives inspected and percentage found defective, and the number of defects per 1,000 inspected, indicates substantial improvement in 1925 over previous years with respect to freight cars and locomotives, and as regards passenger cars the showing is better than that which obtained in either 1923 or 1924.

Furthermore, a study of the 14th Annual Report of the Chief Inspector of the Bureau of Locomotive Inspection to the Interstate Commerce Commission for the fiscal year ended June 30, 1925, as shown in table No. 3 shows a 69.7% decrease in number of persons killed as compared to the previous year, as well as a decrease of 33.9% of the number of persons injured:

— Table No. 1. —

Year	Inspected	Defective	Per Cent Defective
1925	1,214,170	41,426	3.41
1924	1,172,900	51,387	4.38
1923	1,162,629	96,024	8.25
1922	1,096,670	46,370	4.22
1921	907,293	47,040	5.18
1920	911,537	40,416	4.40
1919	1,078,361	38,551	3.57
1918	1,119,451	42,448	3.79
1917	1,166,759	41,378	3.54
1916	967,507	35,372	3.65

— Table No. 2. —

	1921	1922	1923	1924	1925
Freight Cars Inspected	865,858	1,046,964	1,117,355	1,128,258	1,167,980
Per Cent Defective	5.34	4.35	8.49	4.47	3.48
Pass. Cars Inspected	20,082	26,116	22,038	21,350	22,526
Per Cent Defective	0.87	0.97	1.27	1.54	1.19
Locos. Inspected	21,353	23,590	23,236	23,283	26,664
Per Cent Defective	2.80	2.40	3.64	2.89	2.10
No. of defects per 1000 inspected	62.36	50.54	100.31	52.73	42.46

— Table No. 3. —

Number of accidents, number killed, and number injured caused by the failure of some part or appurtenance of the locomotive or tender, including the boiler, by comparison:

	Year ended June 30th—				
	1925	1924	1923	1922	1921
Number of Accidents	690	1005	1,348	622	735
Per Cent increase or decrease from previous year	31.3	25.5	117*	15.4	12.8
No. of persons killed	20	66	72	33	64
Per Cent increase or decrease from previous year	69.7	8.3	118*	48.4	3
No. of persons injured	764	1157	1560	709	800
Per Cent increase or decrease from previous year	33.9	25	120*	11.3	12.6
Gross Ton Miles (in Billions)	1023	954	987	814	761

(* Increase)

As the figures stand they show an increase in 1925 respecting number of accidents over 1922 of 11% and an increase of 8% respectively in number of persons injured. By referring to the gross ton miles handled in each of the five years it shows that in 1925 there was a 26% increase in business handled compared to 1922 and this added volume of business handled has a bearing on the activities of all departments of the railroad.

In addition to the train service accidents already mentioned, it is well to take account of the fact that in the Maintenance of Equipment Department there were in 1924 534,605 employees, of whom 219 were killed and 52,227 were injured, representing 15% of all fatalities and 43% of all injuries, whereas, in 1925 there were 534,512 employees, of whom 193 were killed and 45,629 injured, or 13% of all fatalities and 39% of all injuries

to employees on duty, or a decrease of 2% in the ratio to those killed and 4% in the ratio to all employees injured.

Any accident, no matter how trivial, is to be deplored and our aim is to avoid all accidents which can be prevented by safeguards, rules, persuasion, education, compulsion, etc. I am firmly convinced that the safety effort put forth by the railroads during the past few years, in guarding machines, providing goggles, masks, etc. has been much more effective in avoiding preventable accidents than a mere glance at the figures, I have quoted, indicates. I wish it were possible to have available a complete analysis of these accident-statistics on the basis of time lost by accidents per man hour worked, because it is my belief that a study of such compilation would be profitable in lending an added definite direction to our further efforts looking toward greater safety in mechanical employment.

The officers of the Mechanical Department of American Railroads are fully alive to the importance of overcoming these accidents. On every railroad there is a complete safety organization providing, through the General Foreman, Foreman and Assistant Foremen, Gang Leaders and other supervisory officers, full and complete safety supervision and training of maintenance of equipment employes, particularly new and inexperienced men, to the end that maximum safety may be assured and a 35% reduction in casualties by 1930, which is the safety goal of the railroads, may be achieved.

The following methods are being used to awaken and sustain interest in safety:

Methods of Persuasion:

- Inspiration
- Education
- Information
- Group Rivalry
- Prizes
- Lessons from actual accidents
- Recognition of meritorious acts
- The personal touch

Methods of Compulsion:

- Rules and Regulations
- Discipline
- Physical safeguard
- Safe Maintenance
- Improved design or method

Each railroad has a safety organization working through committees, staff meetings, etc., to develop to the utmost the features listed under Methods of Persuasion, and to impress the value of rules, discipline, etc., listed under Methods of Compulsion.

On the CM&StP. Railway, we have a General Adjustor located at Tacoma, as well as Chicago, who render reports monthly showing the number of injuries and deaths to employees occurring during that period, separated by departments and divisions. They also render a report covering injuries and deaths to employees, passengers, trespassers and others, by divisions, these reports being accumulated by the General Supervisor of Safety, who is located in Chicago, and he, in turn, issues a report to all concerned showing the

relative rank of the divisions, in accordance with the number of injuries and fatalities occurring. Through the medium of these reports, it is possible to reach all of the employees involved and in that way impress upon them the importance of safety.

It is well to recall the extent to which these results are attributable to the elaborate character of the equipment and the careful attention paid to rules and regulations by the railroad managements and employes. It is true that occasionally an accident happens, though its results may be quite out of proportion to the seriousness of the accident in itself. Indeed, some of our most serious accidents have been, so far as cause and circumstances are concerned, of a relatively minor character, while others, more alarming in their nature, have been attended with few or no serious casualties. Results are, indeed, somewhat a matter of chance, in that they are governed by circumstances as much as by cause. An important point to be remembered is that every accident which occurs induces careful study of each factor involved, and this in itself, both in road practice, shop practice, and from the standpoint of design of rolling stock and locomotives, as well as the specifications and inspection covering materials entering into the same, has by reason of more or less standardized procedure and exchange in views, made possible by the American Railway Association, and resulted in a very real and fundamental way to make possible the advance in practice which is evidenced by government statistics, as well as from daily experience on each railway system.

Paper on "Safety First" Prepared by G. Powell, Committeeman, Miles City, Mont.

WHERE there is Safety there must be Safety First Education. In the two years that I have been a committeeman in these shops, I have seen good progress and progress spells success. To gain our objective of perfect Safety, or as nearly perfect as human efforts can make it, we must have 100% co-operation and the only feasible plan to gain this co-operation

is by Safety education and this education should begin in our schools and homes.

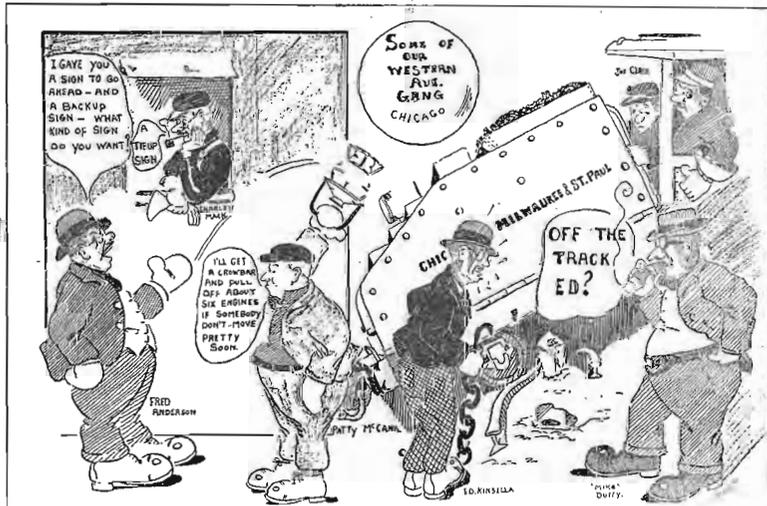
Unless we can bring the public as a whole to realize the debt that they owe to themselves, their families, and their fellowmen, in Safety First practice, we cannot expect to gain 100% Safety. Of course we all realize that there are and always will be accidents that are unavoidable and unpreventable, but the preventable accident is the goal of our ambition in this Safety movement and to attain that goal we must have Safety education and not until then can we expect the co-operation that will bring success.

How should this education be given? I suggest that we give consideration to the plan that is being worked out by the Canadian Northern Railroad who through their various broadcasting stations scattered throughout the Dominion are giving this education and giving it in an entertaining manner. That they are getting results is evinced by the fact that they are adding to their stations each year. Talks on Safety mingled with musical programs are given by the officials and supervisors of this railroad system over the radio and from the railroad man's viewpoint they are very interesting and bound to bring results.

In this modern age we no longer need ask any person to read a dry article on Safety from the daily news, or even attend a drowsy lecture uptown. We can get this thing over and do it in an entertaining manner and people who otherwise would not have the opportunity to hear these talks can and will listen in.

I am sure that this great Chicago, Milwaukee & St. Paul Railroad system can put over a Safety First campaign from the various broadcasting stations located at Chicago, Minneapolis and Seattle and be more than well rewarded for the trouble and expense. Not only this, but we can tell the world that the Chicago, Milwaukee & St. Paul Railroad is doing business and doing it in as safe and modern a way as brains can devise and money can buy.

Safety First, Preach it, Teach it, and by all means Practice it.



SPORTS

SIXTH ANNUAL EMPLOYEES BOWLING TOURNAMENT TO BE HELD AT CHICAGO APRIL, 1927

Chicago Will Welcome You
Will Your City Be Represented?
100 Teams is Our Goal

Chicago is the center of the bowling world and this will be your opportunity to spend a few days of real sight seeing. Do not wait until the last minute to form your team, get the boys together now and thus do your share toward making your tournament a real one. Lets use some of the "Old Milwaukee Spirit" and put it over big this year. The officers and committees appointed cannot make the event one worth having unless they have the hearty co-operation and firm support of the bowlers and others. Be a booster and put your town upon the map.

Chicago is easily reached from the entire system, so we extend an invitation to the whole Milwaukee family. Watch for further announcements.

This is the first opportunity that the writer has had to scrawl a few notes regarding the doings of our League this year but we have no alibis to offer except that overtime has kept us occupied.

The League is now going in mid-season form and some of the boys are hitting the wood in great style. Jinx Cresinski at this writing has the honor of holding high individual three game average of 668 with games of 222 245 and 201. Some say he was lucky, ask the members of the Pioneer Limited.

We have some new faces this year in the Twin City Specials and Copper Country Limited, the former being an aggregation from Union Street Station and the latter from Western Ave. Car Shops. The teams consist of Potter, Searles, Ingman, Griepke and Schell on the Twin City and Earl, Portschy, Uttich, Rauntenberg and Steinberg on the Copper Country. Welcome to our League boys and may you have plenty of luck and a good time.

The Pacific Limited appear to have by far the best team in the League this year. The aggregation is captained by Eddie Heyn, supported by Gavin, Lange, O'Shea and Cesinski. Their contribution this year consists of three nice games of 962, 985 and 888 for a total of 2835. Look out for that slump though boys.

You all remember the youngster Ray Gentz who captured the individual sweep stakes last year. Well anyway if you don't, we want to write a nice little story about him, here's what you call a perfect game almost. Ray started in with nine straight errors (not a railroad in the bunch) and in the tenth frame finally picked up a spare and finished with the huge total of 96. Ray we can hardly believe it, but the score sheet says so, so we have to take it for granted that it is true. One of the boys has a pair of glasses with double lenses therefore it is suggested that you borrow them.

Harry Filler has a new pair of bowling shoes, we understand they were made to or-

der. Harry dedicated them by being the first one to throw the ball in the gutter. He says his ball is not working right, maybe it is the shoes.

Herman Treskett the only member of our League that is adorned with an A.B.C. Gold Medal for rolling a perfect 300 score is leading the League with an average of 196-20. This is the best average held by anyone in the history of the League for the first 24 games, and we must hand it to Herman for shooting such wonderful sticks, his low three game total is 561 and high 627, so you see his games are consistent.

Julius Dale is not with us this year account of having injured his wrist. We hope that you fully recover Julius, so you can be with us as a regular next year. Dale had the honor of holding high individual game of 289 last year.

Gumz or (Gums) has deserted the League for some unknown reason, a rumor states that the League is not commercialized enough to suit him, well guess we can't satisfy everyone but we do think the old members should stick to their employers league regardless of what happens.

The Southwest Limited after having won two games out of twelve decided that the pace was to fast so dropped out of the League. A new team was organized however, with Walch (the only original member of the team staying) Barry, May, Peters and Faus and they have won five out of nine, not so bad. The team also brought their average up from 769 to 807. They may be dogs now but watch out when they hit their stride.

Schell had the misfortune of cutting a deep gash in his bowling thumb, he bowled however under great difficulties, but managed to gather in 499 and help his team win one game.

Harry Krumrei is with us again but he too is on the injured list at present. An infection set in on Harry's bowling hand and he will be unable to take the anchoring burden for the Arrows for five or six weeks. The league extends their hopes for a speedy recovery, Harry.

We note by last months magazine that Leo Walch has taken unto himself a wife. We are rather late, Leo, but the League members extend their best wishes to you. We hadn't surmised that your vacation was spent honeymooning.

Earl had the honor of shooting the first 600 series of the League getting a 612 the first night of the League.

Bill Hettinger and his Olympians compiled a nice high game of 1009 with Treskett shooting 233—Mejer 214, Kulton 213, Knoll 170 and Bill himself with a 179 count.

Chicago League Standing As Of November 9, 1923

Name	Won	Lost	High	Average
Pacific Limited	19	5	989	814
Columbian	14	10	953	814
Arrows	13	11	959	873
Pioneer Limited	10	8	924	871
Olympians	11	13	1009	870
Copper Country	9	15	908	804
Twin City Specials	7	14	983	817
Southwest Limited	7	14	915	867

High Team Average

Pacific Limited	2835
Pioneer Limited	2718
Olympians	2716

High Team Game

Olympians	1009
Pacific Limited	980
Twin City Special	983

Individual Averages

1. Treskett	24	259	196-20
2. Krumrei	18	214	188-17
3. Faus	18	248	188-7
4. Lange	24	242	186-15
5. Dietze	15	222	185-13
6. Ciesinski	24	245	184-20
7. Gavin	24	267	184-18
8. Tobin	24	221	181-12
9. Earl	24	222	180-23
10. Hettinger	24	223	179-19

High Individual Average

Ciesinski	668
Gavin	651

High Individual Game

Gavin	267
Treskett	259



Harry Thieler and Jim O'Connell with a Day's Catch

Current Railroad Topics

"IT IS safe to say that the American people will hesitate before again submitting to radical railroad legislation," declared C. D. Morris, of Chicago, in an address at the annual convention of the Iowa-Nebraska-Minnesota Wholesale Grocers Association. While admitting that the present law may not be entirely satisfactory to some in all of its details, he insisted that the wonderful improvement that has been brought about in transportation service under that law is conclusive evidence that its main provisions are fundamentally sound. "Under this law the railroads have developed their service to such an extent", continued the speaker, who represents the Western Railways' Committee on Public Relations, "that it now functions to the entire satisfaction of the shipping public and materially contributes to the orderly transaction of American business, at the same time saving the business men of the nation many millions of dollars in reduced operating expenses.

"One of the wise provisions of the present transportation law is that placing the rate-making power in the hands of a non-political board or commission, composed of men who are presumed to be especially qualified to determine such technical matters. The temptation is to carry our differences with the railroads, or our objections to the rates they charge for their services, directly to Congress, hoping thereby to influence the action of that body by political considerations. There have been frequent attempts at this kind of rate-making in recent years, such as the Gooding Bill, the Hoch-Smith resolution, and the bill to abolish the extra charge now made passengers for travel in Pullman cars. In the main, however, Congress has stood by the provisions of the law in deciding such matters.

"The immediate danger of this sort of legislation arises from the effort now being made to abolish the so-called 'Pullman Surcharge', thereby overriding a ruling of the Interstate Commerce Commission expressly stating that this charge is just and should be continued. The 'surcharge' was established in 1920, at a time when in-

creased revenues for the railroads was an absolute necessity, for they were operating at a loss. Since the extra charge went into effect it has contributed an aggregate of more than 215 million dollars in revenues to the railroads, which they otherwise would have had to have obtained in freight rates from farmers and other shippers. The extra charge is based upon the fact that Pullman service costs more and is worth more than day coach service and that those who demand this superior service should be and are willing to pay more for it.

"It is worthy of note also that the passenger service of very many railroads is furnished at an actual loss. In 1925 the western roads ended the year with a \$13,500,000 deficit from passenger operation. Their share of the total receipts from the 'surcharge' was approximately 17 million dollars. Had there been no extra charge for travel in sleeping and parlor cars last year, the deficit of the western roads from passenger operation would have been more than 30 million dollars, which sum it would have been necessary to add to the freight bill.

"Even were it possible, in justice to western railroads, to reduce their revenues in the sum of 17 million dollars annually, which would be done by the abolition of the surcharge, it is safe to say that nine out of every ten men you meet throughout the west would at once declare that this reduction should be made in the freight rates on agricultural products, rather than in the sum collected from those who are able to pay for luxurious passenger service.

"The Interstate Commerce Commission is charged with the responsibility of fixing the rates for all kinds and classes of service the railroads render. Only by direct action of Congress can

its right and duty in such matters be annulled or abridged. The commission has made an extensive study of the surcharge matter at different times and declares it to be a just charge. To set its decision aside by legislative action would be to violate one of the underlying and fundamental principles of the transportation law, under which the railroads are now operating, thereby opening the way for political interference in every phase of railway regulation, which of all things it is important to avoid."



Above, we have Joseph M. Kilgriff, Champion Train Caller of the World, employed in the Milwaukee Station at Minneapolis, where his exceptional talents have made known the departure of the trains from that point, for twenty-five years. Mr. Kilgriff entered the service in 1889 as brakeman on the River Division, but his talents as a "caller" soon earned recognition, for he is said to have been the inspiration for the following verse:

"The brakie up in the smoker,
Emitted such a stentorian roar
That the passengers back in the sleeper
All fell out on the floor."

Be that as it may, Mr. Kilgriff's clear and "carrying voice" has never failed to make the names of the stations he calls heard to the remotest sections of the depot. So pronounced were his abilities in this line, that he was chosen by the Management to accompany the presentation of The Honeymoon Express on its circuit, and he appeared in the Fall of 1922 at The TIVOLI Theater in Chicago; and on various other Chicago stages, announcing the departure of The Olympian Train for "Milwaukee, St. Paul, Minneapolis, Aberdeen, Miles City, Butte, Spokane, Seattle, Tacoma and The Orient. "A-B-r-r-d."



Harry Doing His Stunt

C. M. & St. P. Ry. Women's Club

The Annual Get-Together and Luncheon

THE Annual Get Together and Luncheon was held, according to previous announcement, in the new Palmer House, Chicago, on November 6th.

The semi-annual meeting of the Governing Board preceded the luncheon and was called to order at ten o'clock A. M. by the President-General, Mrs. H. E. Byram, with about three hundred members present. The session was taken up with the routine of business of the General Club, the reports of the Secretaries-General, the Treasurer-General and the Chairmen of the various Standing Committees. The report of the General Chairman of the Welfare Committee, Mrs. W. B. Dixon proved of unusual interest, outlining the philanthropic and benevolent work done during the past year by the different Chapters. The report was long, and Mrs. Dixon read it from beginning to end in a firm, clear voice which carried to every part of the room; and it gave the Club members present an excellent idea of the work, the aims and purposes of our Club. Many, afterward, expressed themselves as quite amazed at the scope and wide extent of the Club work. That it was inspirational, there could be no doubt.

The full text of the report will be published in this section in the January issue of The Magazine. Routine business was finished and the reports of the Chapter Presidents on the activities of their Chapters were heard. These were confined to three minutes time, because of the necessity of being through in time for the luncheon at two o'clock. The Presidents outlined briefly, their activities, the different ways of raising funds, etc.

The Lydia T. Byram Scholarship Fund

The President of the Kansas City Chapter electrified the company when she announced that her Chapter had established a Lydia T. Byram Scholarship Fund for the purpose of assisting the children of Milwaukee families who were unable, for any reason, to attend school. Her announcement was met with instant applause, and with thanks to Kansas City Chapter for showing the way, the *Lydia T. Byram Scholarship Fund* was adopted by the entire Club, all Chapters voting to establish such a Fund. The movement was founded and named for our President-General as a fitting testimonial to her untiring work, interest and devotion to the Women's Club of his railroad. It was thought that in no better way could we testify to our appreciation than by establishing a Fund to be named in her honor, to help our boys and girls to the learning they might otherwise have to forgo because of lack of money or opportunities for the schooling. It has always been the wish of Mrs. Byram, that the Milwaukee Women's Club should stand for the highest and best in its community, and certainly no higher standard could be raised than a real, practical educational work among our own railroad juniors.

The second annual luncheon, held in the Grand Ball Room of the Palmer House was as complete a success as its notable predecessor. Approximately eight hundred members sat down to the splendid luncheon, and en-

joyed a fine program while it was being served. One of the surprises prepared by the Committee of Arrangements, of which Mrs. W. B. Dixon was Chairman, was the Glee Club composed of twelve colored men, porters and waiters of the Sleeping and Dining Car Service of this railroad. A male quartette is always a feature of any program, and this triple quartette of trained voices took the audience by storm. Their first number, entitled "Milwaukee Porters and Waiters March Song," was composed by two of our colored men—the words by T. J. Sadler and the music by Tom Lemonier. Other selections included some of the favorite so-called "Spirituals" and well known southern ballads. Their part in the program was very thoroughly enjoyed. This Glee Club plans to give concerts and to sing at entertainments, wherever on the System they may be, so they may be heard again at Club Functions. Mr. Rollin Pease of Evanston, who possesses a rich and beautiful barytone voice, sang a couple of groups of songs and Miss Murphy of Sioux Falls gave a reading. Miss Murphy who is a very talented young lady, is the daughter of an old Milwaukee Veteran and also has two brothers occupying positions in the Maintenance of Way Department of the Northern District. Her reading showed exceptional talent, and it was regretted that because of the noise necessary in serving the luncheon, she could not be heard in all parts of the room.

Several Chapters came in prepared to help the general gaiety with Club songs, and they did their part with enthusiasm—the Portage Chapter fairly carrying off the Palm in this part of the entertainment; but Dubuque, Kansas City and several others are not to be overlooked; while most of the others who were gathered in Chapter formation had a "College Yell"; and as each of the speakers finished, these were given.

The speakers were Messrs. H. E. Byram, J. T. Gillick, R. M. Calkins, Dr. B. F. Lounsbury, H. H. Field, O. N. Harstad, F. H. Johnson and Macnamee of the N. W. Ayer Company.

Mr. Byram was the first speaker, and when he was introduced, he, of course addressed the President-General with great ceremony; and then confided to the audience that he had to be polite to her on these occasions. Mr. Byram expressed his gratification at being allowed to be present again; and congratulated the women on their splendid work. He said he thought they were destined to have a great future. He complimented their ideals and purposes, and said when the idea had first been brought to him, by its founders, he hadn't thought so much could be accomplished, but that he was willing that they should give it a trial. He was happy to say that he had seen those hopes and purposes more than realized. He congratulated the Glee Club and said they had "done a fine job," and he concluded by assuring us of the co-operation of all the officers, and wished us the best of success.

Mr. Gillick spoke next and referred to the yearly meetings of the Veterans which he said had taken a good deal more than two years to bring them up the large number the Women's

Club had brought out in only its second year, and he also spoke his surprise and gratification at the great work which the women had done of his co-operation, spoke of club houses ready been able to accomplish. He assured with much promise and said he was more than ever convinced of the power for good that a woman's organization of this character on the railroads could be. D. B. F. Lounsbury was most cordially greeted when he arose to speak. Most of the Club members know what a splendid friend and ally their Relief Committees have in our Chief Surgeon, Dr. Lounsbury modestly spoke of his "little field" of helpfulness. He said he was specially glad to be there that afternoon and see so many happy faces, because as a rule a doctor does not encounter anything but pained faces in his daily rounds. He assured the Club of his desire to be of service whenever he could. He was given a special greeting from Marion Chapter, which has so much to thank him for.

Mr. R. M. Calkins expressed his pleasure at being present, said he had a very vivid remembrance of the wonderful meeting of last year; and that he was convinced these were only the beginnings of a work which would go on and on, and grow in good works as it developed in size. He referred to one of the Club songs which had been sung for the first time that afternoon, "Boost the Milwaukee" and made a special plea to all the Women's Clubs to ever bear in mind the need of the co-operation of all to make the railroad a successful business organization. He said "Boost it all the time; talk about it all the time and everywhere you have the opportunity, do your bit toward getting another passenger or another car of freight. That is real, practical co-operation and is sure to bring results." Mr. Field is always a welcome speaker at any Milwaukee Railway gathering and when he rose he said he had been invited to make a few remarks, probably, he said, "the fewer the better." He punctured his talk with several funny and apropos stories. He said that he had understood from Mrs. Byram that men were entitled to join by becoming "contributing members," by paying a dollar, which would be exclusively for the benefit work of the Club; and he thought a dollar could not be better invested by the men of the railroad. He said the spirit and influence of such a Club could not but make for the feeling that there was something beyond just being carried on the payroll, that there was a bond of fellowship and a duty to one another that was not represented in the pay check.

Messrs. Harstad, Johnson, and Macnamee spoke briefly, congratulating the Women's Club and promising co-operation at all times.

Tomah Chapter

Mrs. *Henry Thom, Historian*

THE Ways and Means Committee of this chapter gave a card party for the railroad employees and wives at the Legion Hall on Oct. 15th. It was well attended with about seventy present.

Doughnuts and coffee were served.

On November 3rd a regular meeting was held at the Community room of the library.

A small program was given by the children of the club members.

Mrs. Harris, our president, appointed a nominating committee, for the election of officers for the year of 1927, which will be held at our next meeting December 1st.

Fifteen ladies of this chapter attended the meeting and banquet of the Railroad Women's club, held at Chicago November 6th and report a good time.

Wausau Chapter

Edna C. Larsen, Historian

THE October meeting of the Chicago Milwaukee & St. Paul Railway Women's Club was in the nature of a guest day meeting and was largely attended.

Mrs. Herman Redlich sang two pretty solos, with piano accompaniments by Miss Edna Roehl, after which cards provided the afternoon's entertainment. At bridge Mrs. Dan Wells and Mrs. Herman Redlich were awarded the honors and at five hundred Mrs. Harry Norenberg of Tomahawk and Mrs. Irvin Weber.

At the business meeting plans were made for the annual club get together at the Palmer House in Chicago. Out of town members present at the October meeting were Mrs. R. R. Akey, Mrs. Carl Granholm and Mrs. C. H. Randy of Merrill, and Mrs. Harry Norenberg, Mrs. August Morin, Mrs. August Krueger and Mrs. J. P. Smith of Tomahawk. Following the afternoon's program lunch was served in the club dining room.

Mrs. H. E. Byram, president general of the Milwaukee Railway Women's Club addressed the club members at a special meeting on the evening of October twenty first. She told in a most interesting manner of the work being done by the chapters all over the Milwaukee system as far north as Channing, Michigan, south to Kansas City and west to the Pacific coast. Mrs. Byram compared the women's club of the Milwaukee road with that of the Pennsylvania, which has 207,000 club members, and the Milwaukee with a pay roll of 50,000 is working toward a membership of 75,000. The aim of the organization is relief among the employees of the road, Mrs. Byram stated, urging the women to be ready for any emergency resulting from accidents, sickness or ill fortune and told many interesting incidents of real philanthropy which the club was responsible for.

Nearly all of the clubs own their own club homes or are negotiating for them, Mrs. Byram stated. In a number of cases use has been made of discarded box cars, resulting in most attractive club houses after remodeling, painting, etc.

Mrs. R. M. Scott of Milwaukee, second vice president general, who accompanied Mrs. Byram here told of the work of her club of 480 members, of theatre parties and luncheons given to raise money for welfare work.

Etta K. Lindskog of Chicago, corresponding secretary general, the third member of the party told of the activities of the Chicago unit, which includes classes in French, copy meter, English and sewing. She also told of the success of a circulating library in their chapter.

After the talks the meeting became informal and lunch was served in the club dining room from long tables decorated with chrysanthemums and candles.

Sioux Falls Chapter

Mrs. T. P. Cavanaugh, Sec'y

THE Sioux Falls Chapter of the C.M.&St. P. Ry. Women's Club gave a banquet for

all the members and their families in their club house on the evening of September the 30th. at six o'clock. The tables, large and small were set to accommodate families, and both, parents and children enjoyed a nice warm meal.

The menu consisted of roast beef and brown gravy, scalloped potatoes, cabbage salad, baked beans, warm rolls, pickles and coffee. Cups of sherbet and small sacks of different kinds of cookies completed the supper. Cigars were given as favors to all the men, and in spite of a very heavy rain, ninety people were served.

Mrs. Ray Hunter, chairman of the supper was assisted by Mrs. H. Baumheier, Mrs. J. R. Bankson, Mrs. T. P. Cavanaugh, Mrs. A. B. Main, Jens Mathisen, while Mrs. N. E. Capwell, Mrs. Fred Brown and Mrs. F. Lindloff waited on tables. The ladies spent the entire day preparing the meal, and were amply repayed by the large attendance. Every one reported an enjoyable time. The club wishes to thank Mr. H. Olson for the expression of appreciation posted on the bulletin board in the freight office.

A special meeting was held in the club house on October the 8th. at which time Mrs. H. E. Byram, Pres-Gen. and party were our guests. On account of the limited time, the club was unable to prepare an entertainment for them. Talks were given by all members of the party, after which Mrs. Byram was presented with a beautiful bouquet of American Beauty Roses, and a large box of candy. Many of the members accompanied the party to their private car, where a group picture was taken. Mrs. Byram and her party then departed for Sioux City.

Green Bay Chapter

Mrs. Glen G. Jones

REGULAR meeting was held Thursday Oct. 6th in American Legion Building, being opened at 8 P. M. by our President, Mrs. John F. Dunn, with a large number of members present. A very fine report was read by Mrs. Chas. J. Heyrman, Chairman on card party held at Passenger Station Sept. 24th, which was the prettiest party held by the Club. The depot was a bower of fall flowers, in the windows and on the mantles were large baskets of blossoms and tall yellow candles helped lend a home like appearance. A cheery log in the fire place helped extend a welcome to all. This party was so well attended, that it was necessary to use the hall in addition to the ladies waiting room and our next card party will have to include the entire depot. On Oct. 15 and 16, Mrs. Jas. M. Hanahan Chairman, with an able committee, held a rummage sale down town and a nice sum was brought into our treasury. Mrs. W. H. Hart, Chairman Ways and Means Committee, held a Halloween Dancing party on Oct. 19th in Legion Hall, which was very well attended. Decorations were in Halloween effect and a number of the ladies came dressed for the occasion. The first prize for best dressed couple, went to Mrs. Hugh J. Culbertson and Miss Magdalen Browning who were Aunt Diana and Mammy Judy Johnson. Of course these two were the whole show and made much merriment for the crowd. Rialto Orchestra furnished the music. Mrs. E. T. Redline, Chairman Welfare Committee, reported a worthy case which her committee is handling and a large basket of groceries was donated by Club members; also bedding and clothing. Mrs. Redline with her committee is making every effort to care for our needy and she has the best wishes and co-operation of the entire Chapter. Mrs. W. E. Bartlett, Purchasing

Chairman reported purchasing files and books to carry out our Chapter clerical work in a business like manner. Mrs. A. L. Jefferys, Sunshine Chairman reported sending flowers to two of our members who are ill. After our meeting Mrs. Jas. J. Kocha, Programme Chairman presented a delightful program and Mrs. H. J. Culbertson, Hostess Chairman furnished delightful refreshments.

Our next very nice gathering was on Oct. 20th, when we met at the Columbus Club at 10 A. M. to greet our President General, Mrs. H. W. Byram who was accompanied by Mrs. Robt. N. Scott, 1st Vice President-General and Miss Etta N. Lindskog, Corr. Sec'y-Genl. President Mrs. John F. Dunn presented Mrs. Byram who gave us a wonderful and inspiring talk on the work of the various Chapters, Mrs. Scott, spoke about the doings of the Milwaukee Chapter and invited our members when in Milwaukee to visit their Club Rooms. Miss Lindskog spoke a few words on club work in general and a lot of valuable information was obtained. We only wish these ladies would come often, it seemed so good to have them visit us.

We have welcomed into our Green Bay Chapter, Mrs. F. E. Devlin from Beloit and Mrs. E. G. Gehrke from Wausau. We hope these Ladies will enjoy our Chapter, as we know we shall enjoy them. We are getting ready at this writing to make our annual trip to Chicago and expect quite a few will go from here. Our President Mrs. Dunn will be on hand in Chicago to represent our Chapter.

Portage Chapter

PORTAGE Chapter holds its regular meetings the first Saturday of the month at 2:30 in our own club house. Every Wednesday afternoon the club house is open to all members for a social afternoon.

We have now 125 paid-up members and 25 members who have not paid their dues for this year. During October, 25 made application for membership in the club. Two departments of the railway at Portage are 100% in membership, namely, the office girls and the Dispatcher's Department.

The Ways and Means Committee sponsored a number of social gatherings during the year in order to raise money. \$40 was made on a dance, \$50 was made on a Colonial Tea and \$10 was made on sale of name stationery. Plans are about completed for a Japanese Tea and also a Vanishing Tea. A series of dances will be started in November. Gelatine will be sold, for which \$25 will be cleared on each lot sold. The sale of Christmas cards is also to be started, and a Christmas party for the children is being planned.

The Sunshine Committee sent out 29 cards and letters to sick members and 15 bouquets of flowers. Sixty calls were made on families sick or in trouble. One-half ton of coal, \$7.50, was bought for a needy family. An Insurance Premium and a loan to the amount of \$25.00 was made to another family, with more money to be given them if needed. Four large clothes baskets of food and four large clothes baskets of clothing were distributed. Groceries were bought for another family.

In the above statement where the insurance and loan was made to a family, the husband was in a Hospital in Madison, the insurance premium was due, and the wife being unable to meet it, was going to let it lapse. Our Club paid the premium and advanced a loan. When the husband returned from the Hospital he was unable to do his regular work for two months, so an easier position was secured for

him through the efforts of the club, until he regains his health, when he will be able to have his former position back with all his rights.

There is perhaps not so much call for welfare work in Portage as in some larger places, so that we intend just as soon as is possible to endow a room at the hospital for railroad employees.

Whatever has been accomplished this past year by the Portage Chapter is due to the splendid efforts of each individual member and the wonderful team work and harmony existing in our club.

50 members of the Portage chapter attended the get-together luncheon in Chicago, Nov. 6th. Cards were played going in on the train. Portage chapter sang two songs during the afternoon of the luncheon.

"Boost the Milwaukee"

(Sing to the tune of "Wisconsin.")

Boost the "Milwaukee," Boost the "Milwaukee,"

Boost it every day.

Boost the "Milwaukee" in your home town.

Boost in every way.

Boost the "Milwaukee," Boost the "Milwaukee,"

Boost and never stop.

Boost, Sisters, Boost, and we will be on top.

Ottumwa Chapter Milwaukee Women's Club

C. M. Gohmann, Historian

THE regular October business meeting of the Ottumwa Chapter was postponed from Friday, 22nd to Thursday, 28th., in order that we might have as our guests at this meeting Mrs. H. E. Byram of Chicago, President General of our Club, also Mrs. Carpenter Kendall, Treasurer General and Editor of the Milwaukee Magazine; Mrs. Jay Franz, Recording Secretary General and Miss Etta Lindskog, Corresponding Secretary General, who came to our City to visit our Club House and meet the members of our Chapter.

Mrs. Byram and her party were our guests at a noon luncheon served in the Clubrooms of the Y. W. C. A. Our club colors, red and white, were carried out in the table decorations and place cards, and baskets of bittersweet adorned the tables. During the luncheon Mrs. Frank Martin gave a program of piano selections and Miss Cecelia Judge read Booth Tarkington's "Penrod's Letters", the Club Songs were also sung by all present. Eighty-five members were present at the luncheon.

Following the luncheon a Meeting was held at the Club Rooms and thereafter a reception held for members and all Milwaukee employees' families, whether members of the local chapter or not. At the Meeting and Reception over one hundred were present.

Mrs. Byram's talk to us was a most inspiring one, she gave many helpful suggestions, which we much appreciate and will greatly profit by. We all realize that her visit did us much good, and renewed within us our interest and enthusiasm. We also hope that the spirit of good-fellowship, which Mrs. Byram expressed as being so manifest among the members of our Chapter, will always continue to exist.

Mrs. Kendall gave a short, interesting talk, also Mrs. Franz and Miss Lindskog told of the work of their departments.

During the forenoon Mrs. Byram and her party, accompanied by Mrs. Hoehn, our President, made a call at the home of Grandma Parish, our oldest member. A very pleasant half-hour was spent with her.

We were all very happy and pleased to have our General Officers party visit us, and fully realize how advantageous it was to us to have the opportunity to come in personal contact with them.

Mrs. L. G. Lennox and Mrs. P. H. Fluck of North English, Iowa, were out-of-town members present.

Mrs. E. J. Klahn served as Chairman of the luncheon arrangements at the Y. W. C. A., and her assistants were Mrs. W. C. Givens and Mrs. J. V. Tuomey. Mrs. Vern Lawson and Mrs. A. M. Jackson were on the Reception Committee at the Y. W. C. A. Mrs. Frank Martin had charge of the program.

Our latest undertaking is the sponsoring of a story Hour, for children living in the West end of our city, every Saturday at 2 P. M. at the Benton Street Church. Miss Genevieve Walker to be in charge of the Story Hour, assisted by a member of the Mutual Benefit Committee and also another member of our Chapter.

Mrs. A. C. Daacke, assisted by the younger members of our Chapter, is planning for a dance at the Armory on December 28th. The Mississippi Six Orchestra will again furnish the music. It is hoped that all members and friends will keep this date in mind and help us to make this dance the social and financial success our previous dances have been.

Our Mutual Benefit Committee is as usual a very busy one. Much time is being devoted to the making of garments and clothing for school children. This Committee has various ways and means of contributing toward the care of the sick and needy, and recently paid a hospital bill of \$40.00.

Have inaugurated a Penny March to be held after each Business Meeting, proceeds to be placed in a special fund and used to buy flowers in case of the death of any member, or anyone in the immediate family of any member.

Twenty-four of our members were fortunate to be able to attend the General Meeting in Chicago on November 6th, which was well attended and very inspiring. A delicious luncheon was served, and a very fine program given. The singing by the Glee Club was especially enjoyed.

Savanna Chapter

Minnie Seitzberg, Historian

SAVANNA Chapter held a special meeting in Masonic Club Rooms, on Saturday evening, October 23rd, to greet our President General, Mrs. H. E. Byram.

The meeting was called to order by our President, Mrs. Thurber, followed by singing of our Club Songs and a greeting song to Mrs. Byram and her party. The Chairman of the Cheer Committee reported \$254.00 spent for relief work from January 1st to October 23rd. Three new members were added to our roster.

A rising vote of thanks was extended to Mr. Hendricks of the Web Theater for advertising our Minstrel Show on the screen; also to Mrs. Sheetz and Cast for their loyal support. Our Minstrel Show was a huge success, having cleared \$200.00 by our efforts.

We enjoyed Mrs. Byram's talk to us very much, especially the promise of a Club House, which we have wanted for so long. She told of several ways of making money for our treasury; and also of some of the good work the Clubs have done since we have been organized.

Mrs. Reagan presented Mrs. Byram with a beautiful basket of flowers.

Miss Etta Lindskog, Corresponding Secretary General also talked to us of the Club work. Mrs. Robert Scott, 2nd Vice President General, from Milwaukee told of the work of Milwaukee Chapter, which was interesting.

A program followed the addresses, consisting of a drill by Mrs. Sheetz and Mrs. Scott; a fancy dance by Laura and Annie Wetheral. These little girls are from a colored family and made a great hit in our Minstrel play. Mrs. Hal Smith sang a group of songs—one of her own composition; and was greatly enjoyed.

A social hour and dainty refreshments followed, and all went home wishing Mrs. Byram would visit us more often. One hundred members were present.

Seventy members of Savanna Chapter attended the Get-Together Luncheon in Chicago, November 6th and report a wonderful meeting. The luncheon and program were each a great success, especially the Glee Club. All enjoyed listening to the talks by Messrs. Byram, Gillick, Calkins, Dr. Lounsbury and others.

I believe each member of the C. M. & St. P. Ry. Women's Club is proud of her membership in so worthy an organization; and those who hesitate to join are missing the wonderful things that are being done and enjoyed by those who do belong. It is the duty of every one who is eligible to join and help out in this splendid cause.

SAVANNA IS GOING TO HAVE A CLUB-HOUSE. HURRAY!!!!

Three Forks Chapter

Nora B. Decco, Historian

LOOKS pretty nice at the top of this story don't it? Well since this is my first bow to the readers of the 'whats doing' in the Women's Club department I am a little bit at sea, but with the kind help of all the readers and members I will try and do my best and tell them most of what takes place at least.

When the Ladies from Chicago asked us if we thought we would like a Chapter of the Railway Club here at Three Forks we said 'yes we would' then they said 'Did we think we could organize a Club here' and we said 'Yes we could' and when they said 'did we think we could make it one hundred percent membership,—Well we just got busy and wired them 'Yes we are' and that is the whole story.

If we were going to have a Club there was nothing like having every one in on everything and so here we are a bran new howling youngster and as the Chairman says of the Ways and Means Committee—"rearing to go."

A get together meeting was called the afternoon of August 2nd at the Trainmen Club house and Mrs. Kendall spoke to us regarding the organizing of a Chapter here. She told us the reason for having such Clubs, the good they had done other places and also of the Charity and Social side of the organization. Mrs. E. F. Rummell wife of our General Supt. at Butte was present and in her own inimitable way told us of their Clubs, what they had done, the ways they had used to raise money when it was needed and what they did with it after they had raised it. Mrs. Rummell told of her work with two other Clubs before coming to Butte and Mrs. Kohlase who was acting Chairman told of her work with the Club at Miles City of which she was a member while there.

On the evening of Oct. 3rd all the Three Forks members of the Club were all dressed up and ready to meet the ladies who came in on No. fifteen in business car Minnesota.

Mrs. Byram, Mrs. Kendall, Mrs. Field, Miss Lindskog and Mrs. Rummell were the guests of the evening and a full house greeted them and were pleased, and entertained with all they had to say. Every one voted them all 'just right' and when they left for Deer Lodge after the Three Forks meeting they were told we had a paid up membership of 68 and would soon be one hundred percent.

A Luncheon was given on Tuesday Oct. 12th to get acquainted with our own members and those outside which we hope will never feel outside again. About ninety were present and had a nice afternoon. An excellent lunch was served and the tables candle lit and flower trimmed were a credit to those hard working ladies who always seem to know how to do those very things just as they should be done. After the last bit of cake and coffee was eaten, a fine program was given.

Mrs. Ernest Heier rendered a beautiful violin solo. Miss Florence Torgrimson sang two songs accompanied by Miss Dorothy Rector on the piano, and Miss Lois McKenna gave a recitation that was the hit of the afternoon.

Mrs. Rummell came over from Butte and brought 18 ladies with her and we all hope they enjoyed themselves in a way that will need repeating as we expect to have a number of dances and other entertainments during the coming winter. The next regular meeting will be held in the Trainmen's Club house Tuesday, Nov. ninth and the men folks can find nothin wrong with it except they can't belong, so we will have to start something to entertain them some way, soon.

The meeting ended rather suddenly owing to an announcement that the 'Tug of war' between a motor and two steam engines was about to start. But when we left the Club house we knew what we wanted and that was a Chapter at Three Forks.

Twin City Chapter

Mrs. F. J. Ober

ON Friday Oct. 29th the members of the Twin City Chapter CM&StP. Ry. Women's Club met in the Club Rooms at the Milwaukee Station. A delightful luncheon was served at twelve o'clock, the hostesses being Mrs. L. T. Johnston, Mrs. J. H. Foster, Mrs. C. R. Langan, Mrs. W. J. Lieb, Mrs. C. F. Holbrook. At the close of the luncheon the usual business meeting was held, our Pres. Mrs. L. T. Johnston presiding. Many affairs concerning the welfare of the club were discussed. A motion was duly carried that the Board organize a Chorus, consisting of club members and employees of the Milwaukee Road, an able director be secured, rehearsals to take place in the club rooms. With the enthusiastic, fine talent we have, we feel safe in saying that in a few months we will have a chorus which will be able to render a fine musical service to the Twin City Chapter.

On Monday evening, Nov. 1st, the general monthly organization meeting was held. There were 150 members present. The Sunshine Committee donated a quilt which was raffled at this time, the proceeds amounting to \$35.00, which is to be used for our flower fund. The Association funds now on hand are \$733.40.

A straw vote was taken giving all a chance to put forward their favorite candidate for office at the coming election of officers, and also to help the nominating committee. The result of the straw vote favored the present incumbents by a large majority. The Club also voted to use for our recreational purposes \$257.00. The work is under the di-

rection of Mr. Ingold, a Milwaukee employee. After the business meeting adjourned the members enjoyed a splendid program sponsored by Milwaukee employees. A piano selection by Sylvan Lester, soprano solo by Mrs. Chas. Ingold accompanied by Mrs. McGary, the Milwaukee orchestra rendered some very fine selections. There was also a tenor solo by Mr. Lindzoll accompanied by Mrs. Jenson. Refreshments were served by Mrs. W. M. Weidenhamer and her assistants.

The Twin City Chapter sent her usual large and enthusiastic delegation to the annual 'GET TOGETHER' meeting which was held at the New Palmer Hotel. Mrs. W. M. Weidenhamer, Mrs. C. S. Christoffer, Mrs. C. H. Waldman, Mrs. W. C. Stakpole, Mrs. G. T. Richards, Mrs. A. A. Kurzeka, Mrs. F. P. Rogers, Mrs. Tabor Anderson, Mrs. L. McMahon, Mrs. Mattie Chewing, Mrs. Chas. Birmingham, Mrs. J. Rowen, Mrs. C. F. Holbrook, Mrs. E. H. Bannon, Mrs. J. F. Kenafic, Mrs. C. W. Cassidy, Mrs. W. F. Sukau, Mrs. O. Berg, Mrs. W. M. Smith, Mrs. Lampman and Mrs. P. H. Bornkamp.

Thru the efforts of the Traffic Dept. a sleeper was secured for the delegates, to be occupied by the club members only. This was attached to the most wonderful train in the Company's service, 'The Pioneer Limited'. We feel greatly indebted to the Traffic Dept. and take this way of expressing our sincere thanks and appreciation.

Every Twin City delegate was very proud of our Presidents report, she impressed everyone of the wonderful friendliness which permeates our circle and how everyone is proud to belong to the great Milwaukee family.

The delightful luncheon and splendid program was indeed an inspiration to everyone and we all left Chicago with a determination to 'Carry On' and make our Club the best railroad club in the country.

Kansas City Chapter

Martha Kellogg, Historian

THE place of meeting of the Kansas City Chapter has changed to the 'Odd Fellows' Hall, Independence and Hardsley. This place was chosen because of its central location, and the good facilities it offers.

After the business meeting on November fifth, the evening was spent in card playing and dancing, this giving all an enjoyable evening.

Twenty-one of the members attended the General Get-together meeting at Chicago, November 6th. Dorothy Jackson wrote the yells that were used at this meeting.

There was realized from the Masquerade Dance held on Oct. 30th, \$86.00. A hand painted candy jar was won by Mrs. John Bammer for the cleverest make-up. Mr. Charles Warmington received the cigar and ash tray for the best make-up among the men.

The President and Civic committee were on the reception committee for Her Majesty Queen Marie of Roumania.

Dubuque Chapter

THINGS were so rushing for Dubuque Chapter during October and early November that the regular meeting on October 16th was merely a business meeting, omitting the program and social time which usually follows the business session. Just at this time the various committees were busy making costumes and chair covers for the Minstrel Show, while those taking part in the show were practicing and everyone else trying to sell tickets. However, there were a few reports given on the

regular work which was carried on.

Mrs. E. Johnson, Chairman of the Sunshine Committee reported sixteen calls made during the month, nine cards sent out and donations amounting to \$31.75 for insurance, milk and cash donation of \$25.00. Mrs. Johnson urged that all members report the illness or distress of any of our C. M. & St. P. Ry. people in Dubuque so no one might be overlooked.

Mrs. F. Shoulty, Chairman of the Membership Committee, reported having secured forty-four new members during the fall drive for new members.

Mrs. T. P. Jones, Chairman of the Ways and Means Committee, reported net receipts of the Rummage Sale as \$118.76. This was a nice addition to our treasury.

The ladies Minstrel Show given in the auditorium of the Jefferson High School the evening of October 23rd and 24th was a big success in every way. Those who saw the show voted it "fine." All songs, dances, jokes, and costumes and stage settings were new—and everyone had a good time getting ready for it.

Those taking part in the show were Mrs. T. P. Jones and Mrs. Leo Kolbe, end ladies, assisted by Mrs. E. Kiesele, Mrs. L. Parmalee, Olive Romig and Mrs. Jas. Smith, while Mrs. D. Bagnell, Mrs. G. Parks, Mrs. F. Shoulty, Mrs. J. Letcher, Olivia Helmrich, Mrs. J. Kile and Mildred Berg made up the chorus. Mrs. E. A. Meyer was Interlocutor or "Queen" and she certainly was very regal in bright colored gown and flashing diamonds. In addition to the jokes, the end ladies all had special songs and dances. Mrs. D. Bagnell entertained with several delightful songs. Misses Mildred and Marion Flannigan gave several clever dancing specialties. In fact each one did her part so well that in limited space it is impossible to tell even a few of the best things. Music was furnished by Merrill Wills, Jr., Jason Abel, and Chas. Millius, accompanied by our own Miss Georgina Rafferty at the piano.

Much credit for the success of the show is due Mrs. Merrill Wills who again acted as Director. Mrs. Wills not only directs but gives unbounded enthusiasm and "Pep."

Dubuque Chapter is going to put the Minstrel on in Marquette the latter part of the month and we hope our friends in Marquette will like it.

We were much pleased to have Mrs. Byram and her party in Dubuque on October 24th. During the forenoon they were taken for a ride and shown the points of interest about the city, the Minstrel Show was put on for them in the afternoon and a business and social meeting for Dubuque Chapter was held in the evening, during which Mrs. Byram and other members of her party gave short talks. With the prospect of having a club room of our own this Chapter is looking forward to more good times than were possible when having to depend upon securing a hall, and at considerable expense, for even the most ordinary occasion. This was but one of the encouraging things told us by Mrs. Byram whose visit and talk was an inspiration for making Dubuque Chapter a bigger and better one.

We had a Hallaween party and dance. There were stunts, and favor dances and a general good time.

Sixty-two members of Dubuque Chapter attended the Grand Chapter luncheon at the Palmer House in Chicago on November 6th. Some went over a day or two before, some drove over in automobiles and the remainder made the trip on Friday evening, by train.

Montevideo Chapter

Maude Hamlin, Historian

MEETING of the club in October was held in the Library Club Rooms on October 21st with a fairly good attendance.

Owing to an unavoidable delay, our president was unable to preside at the meeting, but we excused her and meeting was called by yours truly, minutes read by Recording secretary and the general business transacted as usual.

The main topic under new business, of course, was our dance, which was scheduled for the 27th. Advance sale of tickets was started, each member present taking a few to dispose of, and to give to other members who were not present. Committees were appointed to take charge of affairs on the 27th as follows—Mrs. Hazeltine, Mrs. Young and Mrs. Ruehmer to take charge of the refreshment table; Miss Myrtle Brown, Miss Winifred Robertus and Miss Rose Sandbo at the ticket and ribbon window; the general committee, of which I was chairman, to take charge of decorating the hall; Miss McLaughlin to secure license and take charge of advertising.

After a penny march, we all decided to stand adjourned, until the 27th.

Dance came off as planned and everything went fine. We had a fine crowd and everyone enjoyed themselves. We served freshly made sweet cider, the hall was decorated with corn-shocks pumpkins and jack-o-lanterns in true Halloween style. Our net receipts amounted to about \$70.35, which will help a great deal toward defraying expenses this winter.

Tacoma Chapter

Mrs. J. W. Stevenson, Historian

A meeting of the board of control was held Monday evening Oct. 4th at the office of Supt. Rossiter. Plans were made for the Annual Dance and committees were selected to have charge of the arrangements. Mrs. McMahon and Mrs. Loomis will have charge of ticket sales, Mrs. Beechwood of decorations, Mrs. Welch and Mrs. Alleman of the check room and Mrs. Slightem of refreshments.

The Dance was held in the ballroom of the Odd Fellows Temple, Friday evening Oct. 29th. The decorations and lighting effects were very beautiful and over one hundred couples danced. Sweet cider was served from the refreshment booth and a delightful time was enjoyed by all. A substantial sum was realized which will be used for relief work.

On Nov. 29th there will be a social evening and card party for members and their friends.

An afternoon meeting of Tacoma Chapter was held at Oddfellows Temple, Nov. 5th. There was a good attendance and the afternoon was devoted to making quilt blocks. It has been decided to devote the afternoon meetings to quilt making and much interest and enthusiasm was shown for this new activity.

Sioux City and Dakota Division

H. B. Olsen

THE SAFETY FIRST meeting at Sioux Falls on November 15th went off with a "Bang." Seventy four in number were present, suggestions were numerous and a musical program with piano selections by Mr. Leon Griffiths, followed by songs by the Apollo Male Quartette and tenor solos by Ed. H. Ashworth and Mr. J. Jamison, Chief Dispatcher.

Mr. A. J. Elder, Supt. and Chairman gave some valuable facts along the Safety First line—Mr. W. Esch also did justice to the cause. The Milwaukee Ry. Women's Club served coffee and cake after the meeting and every one thoroughly enjoyed the entire evening.

We were glad to have Mr. Roy Larsen, Freight Agent of Sioux City with us at our meeting—Roy has not been in Sioux Falls for some time and his visit was most welcome. Come again Roy.

Some one suggested that crossing flagmen be equipped with whistles, than we began to imagine all sorts of things. For instance, automobiles equipped with periscopes to see around corners.

Road-master, Chas. E. Kemp is to be congratulated on the neat appearance of the Yankton yards. New fresh crushed rock has been spread around the depot and upper yards which surely is a decided improvement. Good work, Charley.

Wedding bells pealed forth last month when our veteran Bridge Carpenter, Nick Reams took unto himself a bride. Unfortunately we did not learn of the lady's name but we all extend hearty congratulations.

A report comes forth that Conductor Fred Schmidt, while hunting rabbits bagged one and before the said rabbit passed from this life bit Fred's finger and he is now suffering a touch of blood poisoning. We hope for a speedy recovery Fred.

Condr. Roscoe Leefer has returned from Los Angeles to assist in the heavy fall and winter business. Roscoe says its much easier to work on the old S. C. & D. than mix concrete in California. Welcome to our midst Roscoe.

Messrs Rowland, Traveling Engineer, Jim Hubbs, Engineer together with Condr. Crews, bagged the limited number of pheasants in record time. The gain in weight, Jim says, is due to several pheasant dinners and Jim is still gaining.

The new water softener was put into use at Hawarden.

A very nice piece of work was accomplished when the old water tank at the East end of Yankton yards, which has been in use for two years, was lowered down to a flat car and moved to the west end of the yards, raised and placed for use as a supply tank. The work was supervised by Chief Carpenter R. E. Nichols assisted by Ole Dahl and crew. Considering the condition of the tank the movement was most remarkable.

Condr. "Bill" Beaver is all smiles these days—Why? Little "Miss" Katherine Florence weighing seven and a quarter pounds arrived at the Beaver home on November 2nd. "Bill" has reasons to be proud.

For several years, Lars Larson, sixty three years old, has taken care of the pumping station about one mile from Ethan station. But it remained for a twist of fate to bring help too late, for on November 11th Lars was found dead in his little bunk house near the pump station presumably from heart failure. Lars lived alone, the little bunk house was his castle. Trainmen would throw off papers from time to time, on the day preceding his death, the papers had not been removed, the water in the tank was getting low and this led to an investigation, the door of the little bunk house was forced open and the mystery was solved.

About the meanest person in the world is the bird who poisoned conductor M. F. Clement's fine bull dog which died through that route. "M.F." feels badly in the loss of

his valuable bull which he prized highly.

We regret to announce the death of little Lawrence Berg age 11 months, youngest son of Mr. and Mrs. Oliver Berg, Sioux Falls, who died on Nov. 10th from pneumonia. Our sympathy is extended to the family.

The new office for the Assistant Engineer and Roadmaster at Sioux City is about completed, and will be occupied within a few days.

A. W. Larson and M. Dooley are busy these days putting the Sioux City Passenger station platform in shape for winter, which has changed the appearance around the station.

Lineman Erickson is busy on the East end re-setting poles and stringing new wire.

It is with regret that we learned of the death of J. J. Davis, veteran Section Foreman at Tyndall who died from a stroke of apoplexy on October 18th. Mr. Davis had been in the employ of the Milwaukee for forty-five years and held the distinction of being the only man in Tyndall who had held one position so long. We extend our heartfelt sympathy to the family.

Sympathy is extended to Conductor T. H. Calligan in the death of his sister, Mrs. E. H. Price who died in Sioux City last week.

Madison Division

LOUIS Dubois' still has a "For Sale" sign on his house. Are you holding out for a filling station site Louie?

Fred Zimmerman, Agent, Janesville is taking a much needed rest and will be off until the first of the year, Cashier, John Brown has been appointed Assistant Agent while Fred is away.

Quite a number of the boys are on winter vacations. Thos. McMahon, Train Baggage-man is at San Francisco and Harry Vedder and Thos. Leahy are at Los Angeles.

Harry Lathrop, Agent, Bridgeport is spending some time visiting friends and relatives in Arizona and New Mexico. Harry is quite a traveler, more so, since visiting the foreign countries.

Tom Barrett, Roadmaster, Janesville has had Dick Erdman's Extra Gang for quite a while constructing new tracks in West Yard, also new track at the Chevrolet Plant.

T. L. Pagel, G. C. Schuler, C. E. Hubbard and Carl Dahnke attended the American Association of Railroad Ticket Agents Convention held at San Diego in October. Entertainment and sight-seeing was provided at Globe, Arizona. Roosevelt Dam, Phoenix, El Paso, Jaurez in Old Mexico, Los Angeles and San Francisco.

Roadmaster Whalen is back on the Division after being out all summer with District Steel Gang.

The Transportation and Maintenance of Way Departments, this Division, have 235 veteran employes on list for 1927 passes. The list beginning with Charles Adametz, Section Foreman, Musdoka and ending with Fred Zimmerman, Agent, Janesville. Of this number 231 belong to the Veterans Association, Ole, Albert, William and Charley will come across with their application before long and make this Division 100%.

With passenger train changes effective November 14th, we find some employes very well satisfied, while others are not. This of course will adjust itself and before long everybody will be lined up.

The pinochle season will soon be on at Marquette. Get in training.

We haven't heard about the Mangle Chauncy.

AT HOME



HAZEL M. MERRILL, Editor



Lorna Hill, Granddaughter of C. & M. Div. Conductor H. W. Graves



Virginia and Marjorie Benson, Little Daughters of General Superintendent of Police, L. J. Benson



Catherine and Betty Jane Lindley, Daughters of Mail Room Manager, L. C. Lindley, Fullerton Avenue



Joseph John Gallagher, Son of Signal Maintainer E. J. Gallagher, Coon Rapids, Ia.



Robert, Little Son of Arthur Hiland, Engineering Department, Chicago



Edward Murray Junior, Son of District Engineer, Edward Murray, Miles City

Gift Suggestions

The Christmas Spirit is upon us, and with the spirit, the gifts. A personal touch adds much to a gift, so presents with one's own initial are very smart.

A linen bridge set with four napkins may be made in a novel way. Applique baskets of a contrasting color in each corner, leaving the top open, into which the folded napkins are slipped.

Soft silk scarfs are so acceptable to keep one's fur collar nice. Silk remnants when hemstitched make suitable mufflers for men or women.

Dainty handkerchiefs that appeal to the feminine heart are so simple to make—a wisp of crepe de chine and a bit of gathered net—but so pretty showing from the corner of one's purse. The more practical linen ones, with drawn threads, may be tied in a holly-box with a ruffled, satin sachet bag, and while on the subject of the eternal handkerchiefs, what man would not be delighted with a pongee one, embroidered initial in the corner, along with his usual socks and neckties.

Stationery in a cretonne-covered box, with several sticks of sealing wax, makes an attractive gift.

Silk hose and pastel-toned garters go beautifully together. Hose lean towards the darker shades this winter, shadow, rose-taupe, and gun-metal.

Large, oil-cloth pillows in red or black brighten the fireside chair. They may be decorated by stencils.

Book-ends and incense burners in bronze make pleasing gifts.

Many novelty flowers are being made this year, and any woman would appreciate a dainty flower for her coat.

Shoe-trees, with the wooden ends lacquered and the wire covered with shirred ribbon of a harmonizing color, with dress hanger to match, are acceptable.

Bulbs in fancy bowls to brighten the winter days! Many complain of failure with bulb culture inside. This is due to several reasons, but by following a few suggestions it is simple enough to have flowers in the winter. The narcissus is easy to grow. Fill the receptacle almost full of pebbles and place the bulbs rather close together on them. Then pour on cool water, preferably rain water, until it just covers the pebbles, and place the bowl in a dark, cool, place for about three or four weeks. They should then be brought out and given plenty of sunshine, and the bowl constantly filled with fresh water. About seven weeks from the time they are brought from the dark room, narcissus should be in full bloom.

Of course, there is always an attractive line of gifts that may be purchased ready to give; grapefruit corer; vacuum carafe and tray; handy alarm clock to remind one of many tasks, such as taking cake out of oven, etc.:

For the kiddies, a toy donkey that jumps and kicks; an interstate bus; camping kit for boy scout; bubble set; grumpy boy doll; stencil sets; indoor horseshoe game. If old Saint Nick puts any one of the above gifts in our stocking, am sure we shall be pleased.

Black pin seal billfold, cigarette case, and match case; calfskin key case; combination soft collar and handkerchief case for the man who travels; sterling silver cuff sets with enameled designs of sporting scenes are very smart just now.

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1926-1927 BOOK OF FASHIONS. Address Miss Hazel M. Merrill, 802 Union Station Bldg., Chicago, Ill.

The Patterns

5653. **Child's Coat**—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 1 1/4 yard of 40 inch material. To trim with fur banding as illustrated will require 7/8 yard. Price 12c.

5657. **Ladies' Dress**—Cut in 6 Sizes: 34, 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 3 3/8 yards of one material 40 inches wide and 7/8 yard of contrasting material. The width of the dress at the lower edge is 1 1/4 yard. Price 12c.

5629. **Ladies' Dress**—Cut in 6 Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Dress for a 38 inch size requires 3 3/8 yards of checkered woolen, 40 inches wide, 1/4 yard of contrasting material for facing on the shawl collar, and 3/4 yard for vestee and its collar. The width of the dress at the foot is 1 1/4 yard. Price 12c.

5637. **Misses' Dress**—Cut in 3 Sizes: 16, 18 and 20 years. An 18 year size requires 2 1/4 yards of 36 inch material for the slip, and 3 1/4 yards for the tunic, also 3/8 yard of contrasting material for facing on collar and tunic. The width of the slip at the lower edge is 46 inches. Price 12c.

5561. **Ladies Dress with Slender Hips**—Cut in 8 Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 42 inch size requires 4 1/4 yards of 40 inch material. The width of the skirt at the lower edge with plaits extended is 2 1/2 yards. Price 12c.

5670. **Girls' Dress**—Cut in 4 Sizes: 8, 10, 12 and 14 years. A 12 year size requires 3 yards of 36 inch material with 3/8 yard of contrasting material. Price 12c.

5650. **Boys' Suit**—Cut in 4 Sizes: 2, 3, 4 and 5 years. A 4 year size requires 2 yards of 36 inch material. Price 12c.

5648. **Girls' Dress**—Cut in 4 Sizes: 6, 8, 10 and 12 years. A 10 year size requires 1 1/2 yard of 54 inch material with 3/8 yard of contrasting material. If made with short sleeves 1 1/2 yard of material will be required. Price 12c.

5630. **Ladies' Morning Frock**—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size as illustrated in the large view requires 4 1/2 yards of 36 inch material. If made with long sleeves 4 3/4 yards will be required. To bind the free edges as illustrated requires 5 yards of bias binding. The width of the skirt at the foot is 57 inches. Price 12c.

5631. **Ladies' Under Garment**—Cut in 4 Sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2 yards of 36 inch material. Price 12c.

5682. **"Boy" Doll and Garments**—Cut in 1 Size: 16 inches long. The Doll requires 5/8 yard of unbleached muslin, oil cloth or linen. The Blouse requires 1/4 yard. Trousers, Hat and Shoes require 1/2 yard 32 inches wide. To face Collar, Shoes and Hat with contrasting material requires 1/8 yard. Price 12c.

5652. **Child's Dress**—Cut in 4 Sizes: 2, 4, 6, and 8 years. A 4 year size requires 1 1/4 yard of 36 inch figured material, with 3/8 yard of plain material. Price 12c.

Good Things To Eat

The following five recipes were kindly contributed by Bailey McFall, chef on the Business Car "Minnesota." "Bailey" is one of the most noted chefs in the employ of the Milwaukee Railway, which is famous for its "Good Eats."

Date Cookies. One package dates, three eggs, one cup of sugar one-half cup of

oatmeal, one cup of graham flour, three teaspoons salt, one-half cup chopped walnuts, two tablespoons lemon juice, one teaspoon vanilla. Seed and chop dates with scissors; separate eggs, beat yolks with sugar; add lemon juice and vanilla. Mix all dry ingredients, then stiffly beat-egg whites. Bake on greased paper fifteen minutes.

Pineapple Mold. One small can sliced pineapple; drain juice into double boiler, Wash the pulp through sieve and put into boiler; Beat yolks of 3 eggs with cup of sugar; stir into juice. Dissolve one package gelatine in hot water—stir into mixture. Set in ice to cool—when set fold in a pint of whipped cream. Pour in mold and place in ice box to harden.

Concord Grape Pie Meringue. Crust for one pie, three-quarters cup of flour, one-third teaspoon salt, 3 tablespoons salad shortening, four cups grapes, three eggs, one cup of sugar two tablespoons flour, one dash ground cloves, one ounce butter. Wash grapes and put in double boiler; steam 20 minutes; press through sieve. Add sugar to juice and return to

fire. Beat egg yolks. Add a little sugar and flour, and stir into juice. Add butter when thick, cool, and put into pie shell and meringue. Brown in quick oven.

Lemon Divinity Pie. Grate rind of two lemons. Pour one cup of sugar in the grated rind, and rub in one tablespoon flour. Beat three egg yolks, juice of two lemons. Mix all together and let thicken over fire, then cool. Beat the three whites of eggs stiff and fold the mixture into the white. Fill a pastry shell and brown quickly.

Steamed Blueberry Pudding. One-third cup of Crisco or butter, one-half cup of sugar, two egg yolks, two cups of flour, one-half cup of crumbs, five teaspoons baking powder, one-half teaspoon salt, one-half cup milk, one cup blueberries. Use level measurements; cream shortening; beat in sugar, then egg yolks. Mix baking powder, salt flour and crumbs; teaspoon lemon juice. Mix alternately with milk, lastly the stiffly beaten egg white. Pile into greased mold—steam one hour and a half. Serve with sweetened stewed blueberries—hot.





The new Tonneau Model Wrist Watch for women. Hamilton Wrist Watches come in silk ribbon models, and strap models. Cases are plain or engraved, in white or green gold. 14k and filled. Prices, \$48 & \$60.



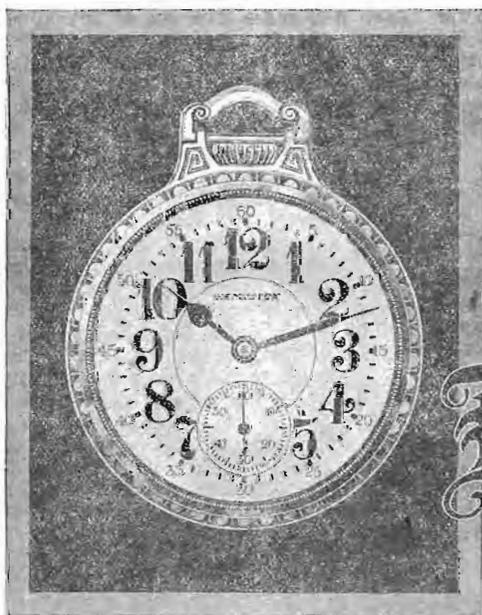
The Hamilton Strap Watch for men. Square Model. A time-piece of remarkable convenience plus Hamilton accuracy. Green or white gold. 14k or gold filled. Leather strap and luminous dial. Prices, \$55 & \$85.

The Gift of Gifts...A WATCH

The watch to give.... a Hamilton

FOR THE RAILROAD MAN

Here is a gift that will make him happy, a Hamilton 992 in railroad model case! Strong, sturdy, ruggedly beautiful, plus accuracy and dependability.



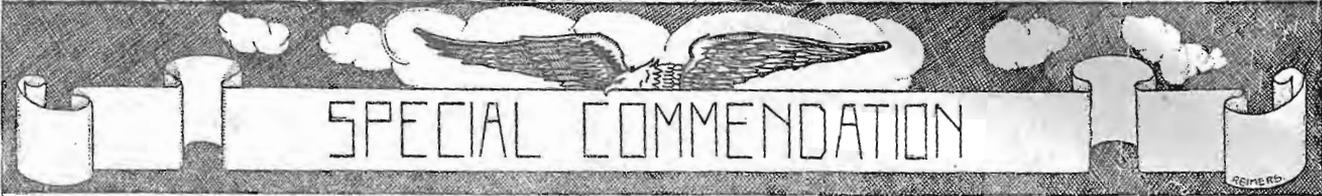
FEW gifts can convey your sentiments so well or come into such intimate and personal use. In the Hamilton are combined beauty and accuracy in high degree—timekeeping qualities that cause railroad men to choose it to time their trains—beauty that is comparable only to objects of art.

Your jeweler will gladly show you the new Hamilton models; and our booklet, "The Timekeeper," is yours for the asking. Hamilton Watch Company, 875 Columbia Avenue, Lancaster, Penna., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

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



SPECIAL COMMENDATION

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

Dubuque Division conductor P. J. Handley, for watchfulness, discovering pin lifter disconnected and low draw bar in train No. 72, out of Dubuque Shops, Nov. 8th.

Iowa Division engineer Geo. Saucer discovered a dragging brake beam on a car in a train pulling out of Perry, October 31st. He called the train men's attention, the train was stopped and the defect removed before serious damage resulted.

Extra Gang Foreman August Schultz, Wauertown, Wisconsin, while coming in from work, discovered a piece of iron plate from a draft iron wedged in between the plank and rail on west bound track crossing west of Richwood, and removed same with great difficulty.

Julius Gruenberg, Columbus, Wisconsin recently found a plank broken and sticking up on a crossing, a defect that would be very apt to cause a derailment. He notified the agent at the nearest station, and the defective condition was taken care of.

R. & S. Division conductor C. F. Dobbert discovered smoke coming from a flat car loaded with machinery for Kansas City, train Extra 8237, west, Nov. 11th; and immediately stopped the train to have the fire extinguished, which no doubt saved considerable damage to valuable property. The fire had been set by three boys who were arrested and given sentence.

Dubuque Division conductor Geo. Artus discovered two cars derailed on Extra 5598, October 23rd, while pulling into Dubuque Shops.

Illinois Division conductor Sophy discovered broken truck in car in train 64, at Wooddale, Oct. 30th. Car was set out thus averting further damage.

LaCrosse Division conductor R. Ramsey, on October 5th, found a young girl and two boys in a freight car in his train. He wired the Police Department to take the girl out at New Lisbon. Officers met the train and found the children, a sister and two brothers, who were all placed under arrest. It was found that the trio had stolen an automobile at Merrill, had abandoned it, stolen \$40.00 from their mother and ran away from home. They were released to their mother, who came from Merrill to get them.

While Terre Haute Division brakeman O. S. Davis was at his home, off duty, at 6:00 P.M. October 17th, he heard a noise indicating to him that something was wrong with cars or track, as Extra 8223 was heading into Yard at West Clinton. He immediately made report to the Yardmaster, and a bottom rod about eight feet long was found caught in the guard rail of the North crossover. He also flagged Extra 8205, which was following.

LaCrosse Division conductor Chas. Jacobs discovered a man in the act of breaking into FRT car 82030, stealing an American cheese valued at \$7.00, which was recovered.

Comfort of Passengers of Prime Importance

The following letter to Superintendent Ingraham gives praise to Milwaukee representatives for contributing so greatly to the comfort and pleasure of a traveler on this railroad:

Mr. Wm. F. Ingraham,
Supt. of the C. M. & St. P. Ry.
Mason City, Iowa.

Dear Mr. Ingraham:—

I wish to take this method of expressing to you, as Superintendent of the C. M. & St. P. Ry. my appreciation of the many courtesies extended to me by the officials and employees of your road while on my trip this summer.

I wish especially to mention the tireless patience of the ticket agent in so planning my trip that every change of train was made easily and without delays.

I found while on your train that the comfort of your passengers was of prime importance to your employees, this of course is greatly appreciated by one who is on the train many days and nights.

With very best wishes for the continued progress and success of the C. M. & St. P. Ry. I am most sincerely,

(Mrs.) May W. Mathias.

Notable Special Train Movements

The following special train movements during the month of November are of interest:

A shipment of reindeer consisting of baggage cars 1047, 1054, 738 and 2110 left Seattle on No. 18, November 3rd and arrived in St. Paul on the 6th. They were accompanied by a party of about fifteen Eskimos, caretakers.

For the shipment east of Minneapolis, a special train was operated composed of the mentioned baggage cars, one standard sleeper and one diner. The special left Minneapolis at 8:48 AM. Nov. 6th and arrived in Chicago at 9:15 PM. the same day.

On arrival at Chicago, one of the cars was delivered to the Pennsylvania Lines for movement to Atlanta, Ga.; another to the New York Central Lines, for Cleveland; a third to the Michigan Central for Brooklyn; and the fourth, having stock for various eastern points, was delivered to the Pere Marquette.

Lieutenant Commander John Philip Sousa and his Band of eighty people moved by special train between points mentioned below, via our line:

Fram Yankton to Vermillion, October 26th; Vermillion to Sioux City, Oct. 26th; Cedar Rapids to Davenport, Oct. 29th; Davenport to Dubuque, Oct. 30th; Dubuque to Clinton, Oct. 31st; Clinton to Rock Island, November 1st; Chicago to Elgin, Nov. 4th; Elgin to Madison, Nov. 5th; Madison to Milwaukee, Nov. 6th and Milwaukee to Chicago, Nov. 7th.

Switchman Gets Routing of Shipment Changed to Milwaukee

Switchman Thomas Mulrennan of Twin

City Terminals while making a purchase, recently from a friend at the Hanna & Young Handle Company, St. Paul found that that firm had placed an order for some merchandise from a firm at Kansas City, and that the shipment had been routed via the Rock Island R. R. He influenced his friend to change the routing to CM&StP. The order was placed on the 25th of October and shipment was made via The Milwaukee. That is one of the kinds of co-operation which Mr. Gillick refers to when he speaks of every employe becoming an actual business getter. It only takes a word or two, usually, but it means a tidy bit of revenue; and if all the opportunities to practice this sort of teamwork are seized, the result in the composite will show quite an increase in the earnings.

Secured Three Passengers for Los Angeles

An item reaches the Magazine to the effect that through a tip from Mr. Clarence Horsefall, an employe of the Store Department at Dubuque Shops, our passenger department was able to secure for our line, three passengers from Dubuque to Los Angeles, Calif.

"Get Business," The Slogan of The Transportation Department

Many times opportunities occur outside of the regular Traffic Department where an employe, by a thoughtful act, a timely word or a good service performed for a patron, getting his good will and resulting in additional business coming our way.

General Superintendent of Transportation, J. L. Brown says this is a subject on which the employes of his department are particularly wide-awake, and by way of illustration he tells a few instances that have occurred recently of this character:

A few days ago, one of the largest manufacturing concerns on our line, whose plant is also served by a competitor, used the long distance telephone to call our attention to a serious situation wherein they had shut down their entire plant due to lack of material, with the information that there was a shipment of the material in the Michigan Central express house at the Park Row Station. The telephone call was made at 10:35 in the morning and the test of getting this express shipment to the manufacturer was turned over to Mr. Granger Smith, employed in this office. Mr. Smith, with characteristic promptness and decision, succeeded in quickly employing a small, independent truck and rode with the truck driver to the Michigan Central Depot, secured the shipment, and as it was billed by express, succeeded in getting it back to the Union Depot and loading it on one of our passenger trains in less than an hour's time, with the result that this large industry which had actually closed down at 1:00 AM. was able to resume operations at 1:00 PM. Naturally, the patron was unimpressed in his remarks concerning our interest in his difficulties, and there can be no doubt but that we will be amply repaid for this thoughtful, energetic work.

Sleeping and Dining Car Employees Commended

On October 20th, Mr. R. A. Henderson, Business Manager of the Monahan Post Band writes to Superintendent Jones, bringing to favorable attention the "very courteous and efficient service of Boise J. Demmons, porter on car No. 4; and also the porter on car No. 3 of the "Tall Corn Special" train from Sioux City to Philadelphia and return." Mr. Henderson says, "I was in car No. 4 and can testify personally to the high quality and good natured service given by Mr. Demmons, and I know that the occupants of car No. 3 were as well pleased with their porter.

Mr. John C. Dorward of the Dorward Pump Company, of San Francisco, says of the Milwaukee equipment and service, "the cars are apparently cleaner, more roomy and more cheer-

ful looking than most of the standard Pullmans that one finds during an extended travel. In making my return trip to the Coast, I traveled from Chicago to Seattle over your road, and I certainly want to express my appreciation for the courtesy shown by Mr. Talbots, sleeping car conductor and Mr. Hawkins, dining car steward. These two men work with one idea in mind, which is to give pleasure to their passengers; and I believe that it is fitting that their efforts should receive some recognition."

Mr. R. B. Younger, of Fisher, La. who was recently a passenger on The Olympian was so pleased with the service and the attention he received that he broke into verse in the following:

"If you want a cup of coffee that beats them all,

Take your meals in a diner on the C. M. & St. Paul; Their cuisine is unexcelled; their service can't be beat;

All hands are very careful with the food that you eat.

The steward at the head is a General, I must say

He makes you feel so welcome that you almost want to stay."

Mr. C. S. Fulton of the Fulton Commission Company, Seattle, writes after the pleasure of a trip on The Olympian, "I wish to compliment you upon your dining car service, and wish also to particularly call your attention to the very able and courteous manner in which your steward, Mr. J. E. Robinson, handled the service. It was an enjoyable trip, and when I go east again, I certainly expect to travel over your line."



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

Nora B. Decco

WELL for goodness sake I am certainly glad they didn't decide to take that name 'Milwaukee' out of our good old railroad, what would I call this *Column* then if they did. 'Motoring on the Pacific' and folks would think I was surf riding on the ocean west of here, or 'Motoring on Chicago' and perhaps on top a bus down Michigan Blvd. or wherever they 'motor' back there but as we are right out where the big show is being pulled off and they are leaving Milwaukee right where it was I can't but feel perfectly sure it was because of this department

Well Earl Wilson is taking another vacation. He went duck hunting and is resting from the exercise now. Got a part of the end of his elbow on his left arm shot off while the ducks fell all around him and he will be laid up for several weeks and take a trip to Kansas and back before he reports for duty on the east end again.

We regret to tell of the death Thursday Nov. 18th of Mr. Marrow at Piedmont. He had not been very well for some time and although ailing his sudden illness and death was unexpected. He had been section foreman there for fifteen or more years and leaves behind his wife and two daughters. The Rocky Mountain division offer those who grieve, their deepest sympathy.

Earl Lefever who has been away a number of years working in Utah and California has again returned to the Rocky Mountain division and is on the Butte Helper for the time being. Fireman Smeltzer from the Nor Montana is also on one of the helper jobs. The fourth helper has been pulled off for a while and the dated trains east bound are now being double headed out of Deer Lodge. Engrs. Williams, Crawford and Martin are assigned to the regular helper jobs and firemen Holland and Sexton two Missoula Division firemen have been relieved by Rocky Mountain men.

When the extra gang on the east sub division of which Section foreman Art Jersey was foreman, was pulled off what should he do but come over and just take the job as

Roadmaster. That is the way with some folks once they get a job bossing they keep right on with it. Mr. Jersey was put in charge of the east end on account of the absence of Roadmaster A. W. Herwin who was promoted to a better position at Joliet, Ill. where he and his nice wife and small son moved after such a short time at Three Forks. The very best wishes of every one went with them for although they stopped with us a short while, when we like folks we like 'em and we liked 'em. We regret losing them very much but hope for nothing but success for both where they have gone from here. Mr. Mathiason from Miles City has taken the place of Mr. Herwin and moved here with his wife and household goods and car and then it snowed, one can't help but wonder, of course, but as he had been a pretty good snow fighter in his years of working, for railroads, and it hasn't snowed very hard around here for some years, and it is doing about all it can in that line right now and has been for the past week, whether this said Mr. E. D. M. is going to have a try at it. Well we hope for the best, any way he looks good natured and we are so we ought to all be good friends no matter how long he stays or we stay.

Another new car foreman Mr. E. H. Mundt who comes to us from Cle Elum where he held a like position and his wife and small daughter are in Scotland, can you imagine having a car foreman whose people live in lands across the sea, for goodness sakes I'll bet we will learn a lot of things we have always just had to wonder about when we get acquainted with his wife. Mr. Haugan who has been acting car foreman since Mr. Murphy left for Australia is working third shift now-a-days so he can run his fast automobile during the days and then it started right in to snow. By the way we have a bran new line of entertainment that some of us will be surprised to know we had, well when fifteen stopped the other night three eastern capitalists all loaded down with cash and baggage got off to stop in this part of the country and hunt for bear, yes sir, big old grizzlies, cinnamon and little black ones any and all kinds, and we never saw a bear

out side the park fence in all our rides and walks around our fair city. That just goes to show folks know more about us than we know about ourselves. I'll bet they get the bar too.

Condr. Vanderwalker and brakeman Heier and Engr Smeizer and fireman Wagner are assigned to the work train unloading rail mostly around Three Forks and between Donald and Butte Yard.

H. C. Rector and family are on the vacation list also. They are in California for the winter and Mr. F. P. Byrne is Agent during the absence of Mr. Rector.

Had a washing machine special train thru here the first of the month and when they got up on top the Continental divide a lot of picture folks from Butte came over and took pictures of the train. Train Master Kohlhase thinking some one would think he was trying to break into the movies wanted some one on top the train to lend him moral support and as Curley Peters was the only one close enough to holler at he told him to get up there and help out but as Curley had never got out on top for over eleven years he didn't know how and so when you see the pictures you will know who is who there all right, understand Curley will soon leave for Hollywood however, so he must have broke in some where.

We are very sorry to learn of the death of our old friend Mr. T. P. Horton, every one who knew him liked him and we offer those left behind our sympathy in their loss.

Wisconsin Valley Division News

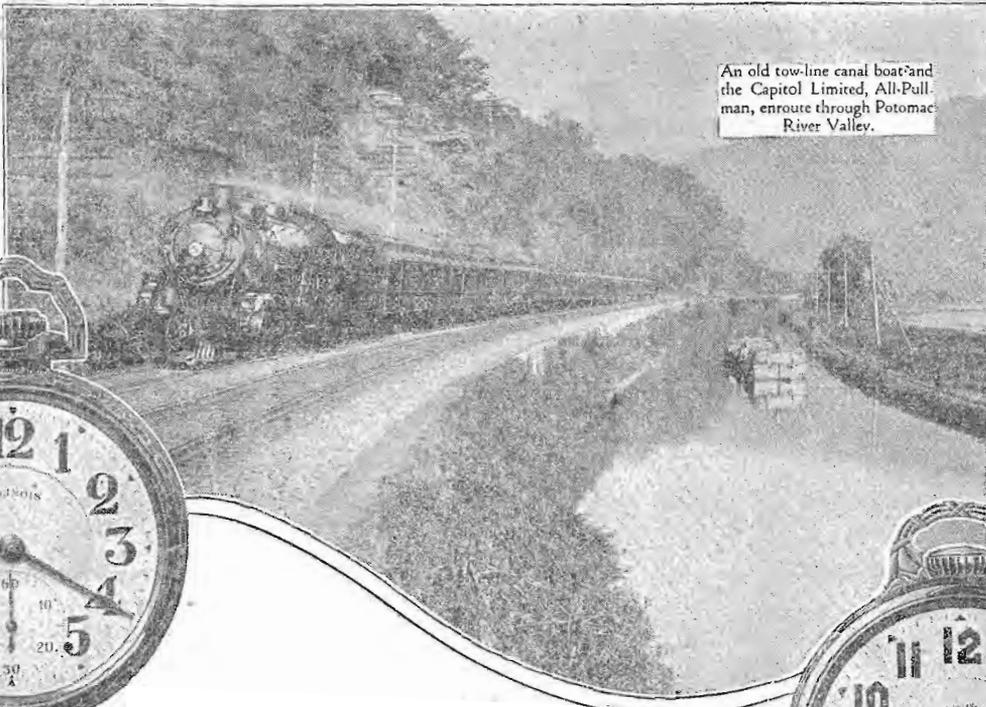
Lillian

MRS. William McEwen has returned from the hospital where she was receiving treatments due to an infection on her hand.

Mr. F. J. O'Malley paid a visit to the dispatchers, while he is still on crutches his injured foot is improving rapidly and we hope the next time he calls it will not be necessary to need the assistance of crutches, also that he will make his visit general throughout the offices.

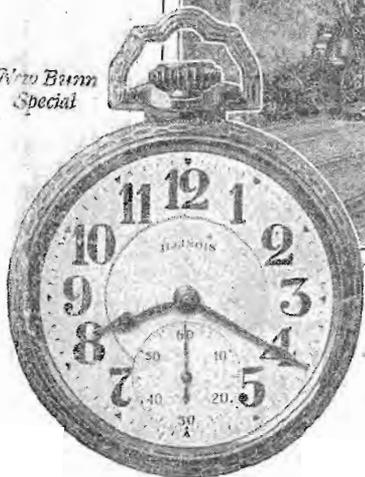
Mrs. Lawrence Nowitzke has been at the hospital receiving treatments, but is at home at the present time much improved.

THE OLD WAY AND THE NEW



An old tow-line canal boat and the Capitol Limited, All-Pullman, enroute through Potomac River Valley.

New Bunn Special



Sangamo Special



Buy American Watches Made by Americans Under Ideal Working Conditions

ILLINOIS
60 HOUR 6 POSITION
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Mean greater accuracy, greater efficiency and greater safety.

Keeping pace with the wonderful improvements made in transportation facilities--ILLINOIS 60 HOUR railroad watches mark an epoch in the advancement and development of the watchmakers' art. ILLINOIS 60 HOUR watches are within the reach of every railroad man's pocketbook.

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6 Position	60 Hour
23 Jewel	16 Size
14k Filled\$ 90.00
14k Solid	150.00

NEW BUNN SPECIAL

60 Hour	6 Position
21 Jewel	16 Size
14k Filled\$65.00
10k Filled	60.00

Miss Edna Larson motored to Door County over the week end. There must be some special attraction, for that particular county has taken on the most beautiful aspect of late, and the trips are quite numerous.—Who is it?

Mrs. F. W. Lehrbas left for a visit with her daughter at Detroit, and will also visit New York City before returning home.

Mrs. J. W. Sullivan left for Los Angeles where she will spend the winter.

Mr. and Mrs. A. I. Lathrop have returned from an extended trip through the west. They visited many cities of interest and report a delightful time.

When the issue of this magazine appears it will be quite appropriate to say "A Merry Christmas" to all the readers of the magazine.

The "TRINDL" has become quite a favorite in several of our homes, thanks to Mr. Whitney.

"M.C.B. Gossip"

"Lee"

MR. BROCK was on his way home from Ohio when he read that President Coolidge's address at Kansas City would be broadcast, and by comparing time tables and the time of the address he found he would reach home just in time to tune in. So he hurried and set his dials, and this is what he got. "Add two cups of flour to a cup of milk, and stir, then add, etc." This of course was not the President's speech. Then he turned a little farther, and got "The price of beef is steady". So after tuning back and forth between the price of beef and two cups of flour, he turned off the radio in disgust, and read the speech in the paper that night.

We have made the startling discovery that one of the fair MCB'ites names can be conveniently shortened to Izzy Lena. Now who could have a more unique nick-name.

The men in shops got off five minutes earlier on Sousa's birthday. Sousa passed through to Milwaukee at five minutes to twelve, and according to arrangements, all shop whistles blew in his honor. However, a whistle to the men in the shops is a whistle, and probably they were hungry enough for it to be twelve o'clock, and away they flew. There were a lot of surprised looks when they heard the whistle blow again just about the time they reached the end of the shop grounds. Poor us worked full time—we start and quit with a bell.

The girls of the office gave a shower in honor of Marcella in the Women's Club Room at the depot. Marcella received a number of very lovely and yet practical gifts, while Dorothy Yakes walked off with first prize in the game of Cootie, and Edith Hamann received a little cootie to console and inspire her to better luck next time.

After Mrs. Juneau explained the purposes of the Women's Club to the girls of the office, eight joined the ranks. The rest of you had better come in now. You can't stay now that you don't want to come because you don't know anyone there—there are nine of us to keep you company now.

The poor little partition in the back office after moving back and forth, finally disappeared altogether. Mr. Gilman and Mr. Marshall took pity on the cramped quarters in Mr. Prentiss's office and agreed to share their office with them. I understand that business in the test department gets slack, the folks in the back office can all hire out as movers after the experience they got moving those fine mahogany desks around.

Now that the snow and cold weather are

here the MCB athletes have given up baseball and are spending their noon hours in the gentle game of tag football. It seems as if some of them do not know what tag means, as it is not unusual to see one or more of the players in a heap on the ground. Frederick Andrews threatens to be as much a "star" in football as he was in baseball.

Understand the reason Erwin Weber is waiting until spring to get married is because he can't "tend a furnace." He should take an I. C. S. course in "Janitoring." Helen would probably be tickled to find you can wash windows and scrub floors.

Walter Stark says the reason he does not get married is because the average man can't afford more than one or two luxuries and now that he has a car and a radio, that leaves a wife "out."

Where the West Begins

G. J. H.

KIRT Weil, of Seattle, was transferred to Mobridge to occupy the position of Instrument man in place of Geo. Miller who returned to work on the electrification.

Grace Horrigan spent a few days in Minneapolis this month and upon her return to Mobridge it was noted that she was the proud possessor of a new fur coat.

Tom Hunt is spending his vacation at his home in Seattle, and while here, will visit a well known city north of Seattle.

Nels Hamre, Roadmaster on the South line was transferred to Miles City and his territory is now assigned to A. E. Moxness.

Mrs. Gillick is attending a meeting of The Milwaukee Women's Club in Chicago.

Alice Olson spent a few days shopping in the Twin Cities.

Harold Jennings put in a very busy week in attending the Chief Clerks Staff Meeting in Milwaukee and being present at the Home Coming at the University.

One will hardly be able to recognize the interior of the Mobridge Depot when the painters finish dolling up the walls and woodwork.

I realize the notes are very few, and these were gathered hurriedly, but then you realize that I also was fortunate enough to have my vacation this month and when one continues to think of Washington and New York, it is rather hard to get back in the regular routine.

La Crosse Division News

Jesse H. Pike

BRAKEMAN Art Bentsen received a painful injury to his leg when he was thrown off a car while coupling up the train in Milwaukee on October 6th. He is at present in the Milwaukee Hospital and is getting along nicely.

Miss Marjorie Pope has returned to her duties as stenographer in the Supt's. office after attending the American Legion convention and the Sesqui-Centennial exposition at Philadelphia.

Engr. Bert Monteith is spending considerable time hunting ducks. Bert says that all he has done so far is hunt for he hasn't been able to find any ducks.

Conductor F. L. Williams will leave soon for Missoula, Mont., to visit his brother G. W. Williams where they will hunt big game.

Ticket Agent and Mrs. E. R. Calkins were at Portage recently to renew old acquaintances.

Master Mechanic and Mrs. F. B. Miller and daughter Dorothy have returned to Portage after spending two weeks in the West.

A Gift for a lifetime of service



Stanley Lunch Kit—a strong well made Kit with an unbreakable Stanley SuperVac pint vacuum bottle—something better than the ordinary—complete \$8.50. Makes a useful and unusual Christmas gift.

Stanley SuperVac vacuum bottles are made of steel. They are made for hard usage, and will stand jolts and jars without breaking. No spoiled lunches, due to broken fillers, with a Stanley. And it is the cheapest bottle in the long run.

Steel walls, the inner one lined with a beautiful amalite lining—sanitary as glass, make the Stanley

**GUARANTEED
AGAINST
BREAKAGE**



Stanley SuperVac vacuum bottles are sold by the better class drug, hardware, sporting goods and department stores. They are made for years of service.

Stanley Insulating Co.
Great Barrington, Mass.

<p>THE ACORN PRESS <i>"Printed Salesmanship"</i> Planners and Producers of Direct Mail Advertising. 1214 Howard St., Omaha, Neb.</p>	<p>LOCOMOTIVE TIRE SHIMS That Are Exactly Right Exactly Right Shim Co. P. O. BOX 1031 PITTSBURGH, PA.</p>	<p>SPECIFY CHASE & SANBORN DELICIOUS COFFEE</p>
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<p>FLOODLIGHTS Increase Safety and Production Pyle National Company CHICAGO, ILLINOIS</p>	<p>You Will Find Everything For The Office at H.C. Miller Company MILWAUKEE, WISCONSIN</p>	<p>PACIFIC CREOSOTING CO. SEATTLE, WASHINGTON Make Wood Last Like Iron</p>
<p>"HEADLIGHT" Accident and Health Policy Especially Designed For Railroad Employees Massachusetts Bonding & Insurance Company BOSTON, MASSACHUSETTS</p>	<p>USE GLOBE BOILER TUBES Mills at Milwaukee, Wisconsin GLOBE STEEL TUBES CO.</p>	<p>STAYBOLTS FLANNERY BOLT CO. PITTSBURGH, PENN.</p>
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<p>W. L. DECKERT 5th Street, Milwaukee Distributors of <i>Alexander Bros. Leather Belting</i></p>	<p>Oak Cross and Switch Ties NASHVILLE TIE CO. NASHVILLE, TENN.</p>	<p>BINDING? <i>write</i> JOHN C. SALZER MILWAUKEE, WIS.</p>
<p>The Railroad Supply Co. Highway Crossing Signals BEDFORD BLDG., CHICAGO</p>	<p>The P & M Company DEPENDABLE RAIL ANTI-CREEPERS</p>	<p>KERITE For Wiring of All Kinds NEW YORK and CHICAGO</p>
<p>ALCOHOL LINSEED OIL TURPENTINE W. H. BARBER COMPANY CHICAGO AND MINNEAPOLIS</p>	<p>THE SERVICE SUPREME A "Continental" Health and Accident Policy <i>write</i> CONTINENTAL CASUALTY COMPANY <i>The Railroad Man's Company</i> CHICAGO, ILLINOIS</p>	
<p>For Your Convenience WE HAVE TREATING PLANTS AT TEXARKANA—HOUSTON—KANSAS CITY—FINNEY, OHIO NATIONAL LUMBER & CREOSOTING COMPANY</p>		

They visited Atlantic City, New York, Niagara Falls and Philadelphia where they attended the Sesqui-Centennial exposition.

Brakeman Ed Anglin has taken a job braking on the Oconomowoc switch run so as to be safe from the gentleman whose campaign Ed handled at the primary election.

The entire La Crosse division is grieving over the untimely death of Assistant Superintendent T. P. Horton of the Terre Haute division, which occurred at Milwaukee October 27th. Previous to his going to Terre Haute division, Mr. Horton was train master on the LaCrosse division where by his railroad ability and friendly manner he soon won the undying friendship of not only the railroad employees but everyone with whom he became acquainted. The remains were taken to Spring Valley, Mr. Horton's old home, for burial.

Chief Caller Jim Tearney evidently had some important business at Columbus a short time ago as he picked up Conductor Roscoe Ayers for pilot and Geo. Losey, for an engineer and started at high speed for Columbus. Everything went fine until Jim's Chevrolet became unmanageable at Rio and took down two or three fence poles before turning over in the ditch when it became necessary to get a garage man with his "big hook" to clear up the wreckage. No one was injured and Jim says you can't hurt a Chevrolet, so I guess there was no harm done.

News from the Connecting Link

Betty Koelsch

WELL it's good bye Bill, and our good will, You've carried away to the West.

Our speech is not fine, on the Old Gary Line, But of wishes we give you the best. And this much we know, that you'll sure make it go,

Like you did on the CM&G. And we'll sure miss your face, around the old home place,

Though we know that it had to be. But the work is still here and the winter is near,

And Herwin has hung up his hat. He has shouldered the load of the Old Gary Road,

And there is Welcome on the old door mat. This item had better be headed: "Better Late than Never." The CM&G employees extend the best of wishes to C. B. Elder, who has been promoted to Chief Train Dispatcher at Beloit, Wis. It is understood that Chet likes his new home town and we sure wish him the best of luck.

Mr. J. Miller, formerly of Savanna, Ill., is now one of the office force at Joliet. Mr. Miller is filling the vacancy in the dispatcher's office caused by the promotion of C. B. Elder.

Mr. F. Schaudies, Traveling Freight Agent was at Joliet this week looking after the interests of the Traffic Department of the CM&STP. in and about the city of Joliet.

Glenn Nutt, our freight house man, (sheik) is doing very good work regardless of the time he puts in nights practicing with his orchestra, and the various trivial things that he finds it necessary to do of an evening.

Engineer H. E. Clark has moved into his new home. It sure is a dandy, Harry.

The CM&G employees wish to extend their sincerest sympathy to the family of T. P. Horton, Assistant Superintendent, who has passed on recently.

H. L. Miller, Dispatcher, who has been in Kirkland during the summer months is again working second trick at Joliet.

Our beautiful new theatre was the most attractive place in Joliet this week as they were staging a most wonderful fashion show. Among those present at the first nights performance was William F. Kramer, clerk in the Agent's office. Now will you please tell me why Billie should be so interested?

Musselshell Minutes

H. K.

AMONG the visitors to Milestown recently were Mr. Lester Newman of Seattle, Chas. Strong and Mr. P. B. Strickland of Spokane, Mr. E. Howell of Seattle and Mr. Carl Nelson of Moberge. Everyone of them dropped in to say howdy except P.B.S. of Spokane, and we feel that an explanation and an apology is due us.

Mr. Wm. Barber, locomotive engineer from Lines East visited Miles City some time ago in the interest of the Pension Association. Mr. Barber reports doing a nice lot of business while here—says he found a lot of folks interested and he got a lot of new subscribers. He wished to express his appreciation of the courtesy and cooperation shown him on this division.

Mrs. Carpenter Kendall paid us a call recently when she was here with other officers of the General Club of the CM&STP. Women's Club from Chicago, including Mrs. H. E. Byram, President General, Mrs. H. H. Fields, Gen'l. Chairman of Constitution and By-Laws, and Miss Etta N. Lindskog, Corres. Sec'y. Gen'l.

Mr. H. L. Pitner succeeds Mr. H. M. Cochran as instrument man in the Division Engineer's office. Mrs. Pitner and little daughter arrived this week.

Mr. and Mrs. Chas. Boeckman of Kinsey were in for the Women's Club dance on Wednesday night, October 20th. The event was indeed a huge success. A large crowd was in attendance and everybody had a wonderful time. Miss Jeanette Grey delighted her audience with her dance interpretations and Mrs. E. D. Gordon sang two pleasing vocal numbers. We hope the ladies continue their annuals. We enjoy them immensely.

Our sympathy is extended to Mr. A. S. Halvorsen and family in the loss of their wife and mother.

Mr. Al Herwin dropped in to see us this morning on his way east to Joliet, Illinois to assume his new duties as trainmaster. Mr. Herwin's friends are glad to hear of his promotion and wish him every success in the new job.

Mrs. Edw. Murray went to Chicago recently to attend the wedding of her niece Miss Helen Marguerite Rogan to Mr. Peter Charles McCabe of Hamilton, Ontario.

Drippings from the Ice Bunkers

By Spud Bar

WELL, here we are back again after a vacation of about four months. We hope every one will co-operate so that we will be able to make an appearance every month.

Quite a few additions to the force have been made since last this department made an appearance in the columns of this magazine. Miss Lee Orr Wahl is our new file clerk and two new record clerks, Miss Stella Wolff and Mr. Joseph Lamey have joined our ranks. We extend to them our heartiest welcome.

We also have another delightful addition to the department in the person of Miss Mae Ryan who has been transferred to Chicago from the Cedar Rapids office. Miss Ryan is a good example of what country air does

"B" BATTERY ELIMINATOR

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MONEY-BACK GUARANTEE
No more worry with "B" Batteries! Hook up a Roll-O "B" Battery Eliminator and forget battery troubles forever. This wonderful new invention means better reception, sharper tuning. Gives you more real pleasure from your set.
Completely Equipped—No "Extras" to Buy
Operates perfectly on direct or alternating current, giving up to 90 volts current, and using the full wave of the power supply. Simple directions enclosed—anyone can plug it in to any kind of set up to six tubes. Constant voltage gives set more power. Costs no more than set of good "B" Batteries. Solidly built in beautifully finished metal case, with genuine Bakelite top.

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Don't blame your set because run down "B" Batteries won't let it work right. Order your Eliminator NOW. Write name and address on a piece of paper, pin a dollar bill to it, and mail it TODAY. Pay postpaid balance (\$8.95 plus a few cents postage) when he delivers your Eliminator. Use it ten days. If not more than satisfied, return it and get your money back.
Roll-O Trickle Charger, for either "A" or "B" Batteries, only \$3.95 (plus few cents postage). Send \$1.00 with order—balance C. O. D. Satisfaction guaranteed or money refunded.

THE ROLL-O RADIO CO.
Dept. E-4 Third and Sycamore, Cincinnati, O.

Piles Can Be Cured Without Surgery

An instructive book has been published by Dr. A. S. McCleary, the noted rectal specialist of Exelsior Springs, Mo. This book tells how sufferers from Piles can be quickly and easily cured without the use of knife, scissors, "hot" iron, electricity or any other cutting or burning method, without confinement to bed and no hospital bills to pay. The method has been a success for twenty-six years and in more than twelve thousand cases. The book is sent postpaid free to persons afflicted with piles or other rectal troubles who clip this item and mail it with name and address to Dr. McCleary, 551 St. Louis Ave., Exelsior Springs, Mo.

DON'T WEAR A TRUSS

BE COMFORTABLE—

Wear the Brooks Appliance, the modern scientific invention which gives rupture sufferers immediate relief. It has no obnoxious springs or pads. Automatic Air Cushions bind and draw together the broken parts. No salves or plasters. Durable. Cheap. Sent on trial to prove its worth. Beware of imitations. Look for trade-mark bearing portrait and signature of C. E. Brooks which appears on every Appliance. None other genuine. Full information and booklet sent free in plain, sealed envelope.

BROOKS APPLIANCE CO., 98 State St., Marshall, Mich.

PILES STOP

NEW INTERNAL TREATMENT WILL DO IT
No Operation—No Delay
SEND FOR FREE TRIAL

Thousands have written of their cure by the Page Method—just the combination treatment with the tablets and the piles leave. They heal internally—the correct way. Salves and ointments give only temporary relief. Write today for Free Test Package—it costs you nothing; the Page Method will heal your piles. Send for free test.
E. R. Page Co., 214 B Page Bldg., Marshall, Mich.

THE VAGABOND KING

They, and that includes all producers, seldom put out shows like "THE VAGABOND KING" now playing at The Great Northern. It is a breath from the Nineteenth Century of Operetta flavored with modern producing methods and the most magnificent scenery seen in many a day. The music by Rudolf Friml, too, has a dash and lilt which carries the march songs to tremendously applauded fun-ales, while gentler themes are strictly in the mood.

For Russell Janney, its producer, it smacks of a triumph. For Dennis King who plays the Francois Villon role, hints of stardom and good parts for years to come, for this young nian, from amongst a cast of unusual excellency, distinguishes himself to that point of rare public favor where a large audience roared his name again and again and rendered unto him ovation after ovation.

These are two outstanding things of the night. In plot, the new Operetta tells of Francois Villon, the beggar-poet of France, and it is adapted from Justin Huntley McCarthy's "IF I WERE KING" in which E. H. Sothern starred years ago. And, to guess from the title, it tells of the beggar-poet who wished to be king, and who was made Grand Marshal of France, with the task of whipping the Burgundians and saving France for the descendants of those French people who were once saved by the Maid of Orleans, Saint Joan of Arc. His life is at stake, too, for the King tells him that, unless he wins the love of Lady Katherine, he must suffer death; but being Francois Villon, maker of beautiful couplets and doer of great deeds, he whips the Burgundians, saves his France, and wins the lady.

Florence Moore, described by Chicago critics as the "most gorgeous clown on the American stage," is the toast of the town in her new farce, "She Couldn't Say No," at the Shubert Olympic theatre in the Windy City. Not since this celebrated actress appeared in "Parlor, Bedroom and Bath" a few years ago has any play suited her unique expression of humorous lines as the new show.

Miss Moore portrays the role of a lawyer. She is really a stenographer in the play, but her employer is a failure and while he is away she accepts a celebrated breach-of-promise case in a small town. Then the fun begins. Not in twenty years has a funnier scene than the one in the country courtroom been written.

The star flirts with the judge, joshes the jury and of course wins the case. The story moves with a dash and a whirl, one hearty laugh following another in rapid motion. "She Couldn't Say No" is a genuine mirthquake.

For the women who want to see the newest in hair bobs, Miss Moore is wearing the very latest—the riding-habit bob. It is becoming the rage in Chicago. Her gowns are the latest from Paris. This is a show that has everything.

for the complexion—such rosy cheeks.

Mr. Weber has left our ranks and has gone to join those of Mr. Brown's office. We are sorry to lose Bob, but we are also glad of his advancement. Lots of luck to you, Bob.

Mr. Wheeler was home for a few days laid up with a pretty serious attack of the grippe. However, he is back on the job again, just as healthy and good natured as ever.

Another person on the sick list was Mr. Gaertner. Tony was laid up with an "eye-full." He doesn't say who was the main cause, but anyway, at present, his eye is doing double duty to make up for lost time and there isn't much that Tony misses, no indeed.

Miss Mabel Sherry recently paid us a short visit. Miss Sherry was in the employ of this department for several years in the capacity of stenographer to our Chief Clerk, Mr. Buchanan. "Cherries," as Bill has so fondly named her, is just as pretty and charming as ever. Come again Mabel, we will enjoy seeing you, and Mae just loves to see your latest hairdress.

Mae broke one of the commandments when she saw Mabel's hair. Remember Mae, "Thou shall not coveth."

Another fair visitor who was in the office recently was Miss Johnnie Stipp. The diminutive Miss Stipp blew in just like a breath of Spring and then blew right out again; however her presence was felt long after she had left. We hope that Miss Stipp will favor us with another visit in the near future. Kansas City seems to have all the luck.

Want to start something? Ask Mr. Wheeler about the trip to Milwaukee (almost) that he took.

And now we are going to stop for this month. We hope that next month we will have some items about the boys on the line. How about it boys. Just send in your contributions to Room 228 Union Station marked to the attention of the Magazine Reporter. Thank.

Milwaukee Shops

H. W. G.

MR. Joseph Benzinger, retired freighting car Foreman died Oct. 16th after a lingering illness. Mr. Benzinger had been in the employ of the Company since 1883. A member of the VEA of course.

Mr. Jno. M. Horan returned from a visit with his daughter at Seattle Oct. 23rd. On the train returning was the remains of Albert Soper a machinist at Tacoma where he died Oct. 17th. Interment was at LaCrosse. Mr. Soper was machinist at Madison, Wis. way back in 1891, and later Asst. R. H. Foreman at Western Ave. Chicago.

Our photo of the 1925 Master Mechanics meet showed up well in the Oct. Railway Age. 23rd issue.

First real snow Oct. 31st. Blizzard Nov. 9th.

Merrill Park Depot has received a coat of the dark yellow regulation paint, also Andy's shanty at the foot of 35th street.

25 new members have joined the Veterans Association since the annual meeting in August. These from the Milwaukee Shops, at this rate we will not have to face that sunrise squad mentioned in the Nov. magazine. The new cards for 1927 are coming in. The renewals are coming along fine, and if it keeps up all will be cleared up middle of Dec.

Engineer Jno. Sherman has been laid up

the last two months, he is getting around slowly.

The General Store Dept. staff meeting this year was a bumper affair. Some 75 attended including some of the traffic men and acct's. and in the photo group 80 showed up. Mr. Geo. Walder was at the Tues. meeting the 9th. Mr. Curtiss motored up in the storm, Mr. F. Connrs put in a familiar appearance the first day. Messrs. Rivers and Kroha from the far west were here also. At the close of the meeting the 11th, Mr. Kelley directed attention to face the east two minutes at 11 A. M. armistice day remembrance. In closing Mr. Miller Asst. to Mr. Kelly ably rounded up the high spots of the meetings. A movie film of modern store house trucking etc. was shown Wed. the 2nd day.

Aromas from the Cereal City

Ray

MR. R. E. Broussard has been appointed Round House Foreman, vice P. V. Stevens, transferred.

Chief Clerk Lambertsen is back at his desk at the freight office fully recovered from his recent illness. Glad to see you back, Otto.

It is now Mr. and Mrs. Franklin Leo McComas and another good Fireman has gone wrong. We congratulate Frank that he kept her waiting until payday before going on his honeymoon. The bride, who has been employed as bookkeeper for the Star Jewelry Co., is the daughter of Mr. and Mrs. Jas. J. O'Meara. The young couple will be at home to their friends at 1507 First Ave. East, after Dec. 1st.

Machinist John Kelch seems to be making numerous trips to Chicago lately. Must be some reason for these frequent visits.

GYM Dimock was absent several days due to the death of his Uncle, C. C. Dimock, who passed away in Chicago last week. Our sympathy is extended to him.

Engineer Leonard Taylor has been confined to his home with illness. It is hoped that his sickness will not prove of a serious nature.

It is reported on good authority that Yard Brakeman Groff was seen running the other day to throw a switch. He was probably trying to hurry his Conductor, Klersey, to get that work train job finished up.

Miss Nina Wehler is the new steno at the freight office.

Recent Windy City visitors include Mrs. H. B. Klersey, W. K. Butler and wife, W. W. Dunson and wife and Mrs. Florin Frank.

The month of October eclipsed all records in the number of cars handled in Cedar Raps Yard. More cars being handled than in any previous month in its history.

Rail Rumblings from St. Paul

Allen

SOMETHING that will never happen, a Scotchman throwing his money away and a Jew picking it up and giving it back to him.

We learn that over one million seven hundred thousand employees are required to operate the railroads of the United States. With their families this constitutes a community of over seven million people or almost the combined population of the great states of Wisconsin, Iowa and Minnesota.

The state of Montana which is well traversed by our railroad boasts of the fact that they spend more for education, for their schools, per capita than any other state in the Union.

After Alec Mc Cool had finished his light luncheon the proprietor remarked, "Well Alec how did you find your steak?" Alec, "Oh, I moved over a potato."

The Buck Private says that he would rather be what he is because, Would you rather be a Colonel with an eagle on your shoulder than a buck private with a chicken on your knee.

He further says that when the bucks were mustered out they gathered round in groups and were joyous while the officers gathered round in groups and sobbed because some of them were losing the best jobs they ever had or ever will have.

I almost forgot the war is over but this Armistice anniversary always reminds one.

Joseph Neid, Asst. foreman died suddenly of heart failure and just as many predicted Joe died with his boots on. He was a good old faithful servant, a good fellow, and I'm sure every one misses him both as a friend and fellow worker.

From the Banks of the Wabash Roberta Bair

IT was with deepest regret that we learned of our Assistant Superintendent, Mr. Horton's death. His passing from this life was indeed a great shock to his many friends. Although we knew of his illness, it was almost unbelievable to hear that he had passed away. We will always remember Mr. Horton as we last saw him—a good friend.

Quite a number of officials on the Terre Haute Division attended the funeral of Mr. Horton at Spring Valley, Minnesota. Among those who made the trip were Messrs. Passage, Paris, Lundwall, Braden, Smith and Engman.

Mr. L. F. Donald of Montevideo, Minnesota has been appointed Assistant Superintendent vice Mr. T. P. Horton deceased.

We regret to announce the untimely death of Marion Hamlin Winslow, owner and operator of the Winslow Government Standard Scale Works of Terre Haute. Owing to business relations with the Milwaukee, Mr. Winslow has made numerous railroad friends, who will be grieved to learn of his death. The Winslow scales are used for weighing railroad cars, motor trucks and other large capacity articles.

Messrs. A. L. Burt and Robert Burns, civil engineers who were recently injured in a motor car accident are reported improving.

Mr. S. G. Grace, Assistant General Freight Agent of Chicago spent the day calling on shippers at Terre Haute, November 12th and also visited the new strip mine of the Mid Continent Coal Corporation in the Clinton district. This coal mine will be producing coal about December 15th and we expect them to give us sixty cars of coal a day.

The city council of Terre Haute at the last meeting passed general ordinance No. 27 requiring the railroad companies operating in the city to pave each street crossing. All crossings must be paved by June 1st, 1927 and materials used must be either concrete slab or steel rails filled in with cement. A penalty of \$25.00 a day for each crossing which is not completed by the time designated by the ordinance is provided.

The office girls at Terre Haute will hold their annual Christmas party evening of December 14th at the Vigo Baking Company hall.

Familiar sights at Hulman Street—
Corrine and Freddie arguing
Joe Teasing Eleanor
Troy whistling

C. W. talking
Aaron grinning
Flossie embroidering
'Goodie' silent
Pat in a hurry
Martha and John singing
Catherine sleepy
Alice and Eleanor eating
O. G. and his pipe
Henry H. and his cane

WEST CLINTON—

Mr. L. F. Donald our new Assistant Superintendent made his initial visit to West Clinton on November 4th.

We had a nice little visit from the Church boys quartet, one night in early November. This harmonious four is composed of R. A. Church, Fred Church, C. F. Church and Oscar Church. We want them to return before long and give us at least three numbers of the "Prisoners' Song" and we WANT C. H. Dietz and Don Clark to be there.

At this writing Gen. Yard Master Guy Kelly is spending a week in the field and wood with gun and dog. He says he will not sell any of the game but would rather give it away. We are, however, of the opinion that it would have to be pretty well shot up.

George Huston, efficient, agent at Bradshaw is back at his desk from an enjoyable trip to his ranch in Montana. He reports the humidity out there very arid. Thomas Stevenson relieved Mr. Huston during his vacation.

Has your neighbor a radio yet?

Have you noticed the likeness between—
George Lundwall Wm. S. Hart
Guy Kelly Edward Braden
Guy Kelly Gen. Pershing
R. W. Males Von Hindenberg
C. H. Dietz Mussolini

The way the first trick operator hurries to make out his 105 reports, we believe that he is entitled to the chromo.

L. S. Lewis, our relief man, has bought another Ford. Keep on, Lelan, and maybe by Christmas you may have enough for Christmas presents.

Mr. E. A. Gibson of Terre Haute, and connected with Central Inspection and Weighing Bureau, was a business visitor at West Clinton in the early part of November. He is on the mailing list for the B. & O. and other railroad magazines and cannot see why he doesn't get the "Milwaukee."

Joe—"Just think thirty years ago beer was five cents a glass and the lunch was free."

We almost forgot to congratulate G. K. on the arrival of a daughter several weeks ago, and right here in cold, cold weather too. We can picture him in the wee hours of the night walking the floor in his stocking feet. Yes, it's a cruel world! Don't imagine you are dealing with brakemen and yard clerks during these sleepless nights, Guy.

The boys all thank Bennie Conner for the cigars he passed around shortly after his marriage, the latter part of October. Good luck to you.

The Four Horsemen of West Clinton—
George Lundwall Revis Males
The 'Master Mind' ... M. H. McCandless
Davis Wellman, conductor, was the peoples' choice for the office of Township Trustee, winning by over 400 majority. It should be by over 800 for your next term, D. S.

John "Skid" Nelson, war-horse of the yard and mine, has been missed for quite a while on account of an operation at a Terre Haute hospital. Here's hoping he will be out soon.

A&B Battery \$2 Charger ONLY \$2

SATISFACTION GUARANTEED



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Fred S. wants to know if the radio is better in the country than it is in winter.

A card from former brakeman I. G. Boyd and family of Lake Worth, Florida, tells us that they still enjoy the climate of that wonderful southern state.

Collet Pennington received quite a severe injury when he jumped from an automobile several weeks ago. He has been in the hospital for sometime and we hope for an early recovery.

The stationery at the Lincoln Hotel in Peoria seems to hold out very well! Herb says he knows his "millet."

M. L. Hewitt decided to quit the yard and took to the north pool, but before we realized it he was back on a yard job again. Could it be that the beanery cooking did not suit him?

Our former chief clerk F. C. Correll now of Flint, lives on Lyon street, but we do not believe said street was named after him.

Twin City Terminal Happenings N. A. H.

THE annual Chief Clerks' Staff Meeting was held at Milwaukee October 25th and 26th and items of interest and benefit were brought out.

Mr. H. Wandberg spent his vacation in the East visiting relatives.

Mr. Joe Clarkin, Clerk, St. Paul Roundhouse, was called suddenly home account of the death of his father October 25th and we take this means to extend to him our deepest sympathy.

Engineer A. Hoagland's father passed away October 25th and our sympathy is extended to Mr. Hoagland.

Our sympathy is also extended to Slip Foreman Steve Defield who lost his Mother through death October 19th.

Miss Bertha Vallavera was the winner of a diamond studded white gold wrist watch in the B.O.E. contest which was for the benefit of raising funds to send their band to their 1927 convention. The Master Mechanic's office at Minnesota was instrumental in obtaining close to 17,000 votes for Miss Vallavera who came out Fourth in the contest.

Mr. A. Z. Hermansader will be in line for congratulations after November 16th.

Mr. Bjorkholm was at Minneapolis and St. Paul for a few days this last week.

Safety First Slogan—"Taking a chance will work every time but the last time."

Aberdeen Division Notes N. M. R.

A GROUP of prominent C. M. & St. P. railroad officials and several members of the Interstate Commerce Commission were in Aberdeen Oct. 20th, between trains enroute to Sioux City. The party were travelling in three special cars.

Word has been received from Mr. Grant-ham who suffered a stroke last summer that he will eat Christmas dinner at Aberdeen. Glad you are improving Ed, and hope to see you soon.

William H. Joyce employed as foreman at the local freight house met with a serious accident while hunting pheasants near Redfield, S. D. Sunday October 24th. Mr. Joyce was one of a large party of Aberdeen men who left Sunday A. M. for the Spink County hunting and in the excitement of the hunt,

one of the party accidentally shot Mr. Joyce, the shot taking greatest effect in his face. Mr. Joyce was taken to the Redfield Hospital and later brought to Aberdeen. His eyes received the full benefit of the discharged gun and it is believed that the sight of at least one eye is totally destroyed. Mr. Joyce has several of the shot in his face, his left eye, ear and throat. He suffered intense pain was unconscious part of the time. However, we are glad to report he is coming along nicely. Mr. Joyce has many friends who are grieved to hear of his misfortune and hope for his speedy recovery.

Does anyone want a cute little white doggie? For particulars ask C. J. Mc.

J. G. and W. H. O. are head over heels in Hay these days. J. G. says he even dreams about Hay. If you are in need of some choice hay let J. G. pick it out for you, he is an expert now.

We have just learned that Sam Tony sold his car. Too bad. He got the car with the hopes of getting a girl, now he is out both car and girl.

Mrs. J. E. Hills, President of the C. M. & St. P. Railway Women's Club plans to attend the Annual Meeting of the C. M. & St. P. Ry. Women's Club which will be held in Chicago this month.

Messrs. Amos, Gove and Sebald attended the Annual Staff Meeting of Purchases and Stores held at Milwaukee Nov. 9-10-11.

Miss Margaret Cummings has assumed the duties of her sister Rose in the office of Captain of Police E. Burke.

C. M. Barnes of the Car Dept. and wife were called to Kentucky account of the serious illness of Mr. Barnes' mother.

Wonder if the Passenger Dept. have issued

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Grain Door Lumber

Mixed Hardwood

Railroad Ties in

Tamarack

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instructions that all of their employes must wear soup strainers. All such employes at Aberdeen have them with the exception of John who says he isn't old enough to raise one.

The chickens and pheasant seasons are over. Apparently some of the boys made a large killing as some of them claim to have enough to last until Christmas. Pheasants were very numerous during the past season and a great many were killed due to the liberal limit allowed.

Ray Hoegs of the Sup't office is sporting a growth on his upper lip, if it ever matures we might be able to tell what it is going to be.

The golf bugs in the Sup't office are now like fish out of water. Too cold to play golf. Aberdeen has just opened a brand new up-to-date Y. M. C. A. Building and it is planned to organize a Railroad Division.

Geo. Kemp and Jimmie Elder of Milwaukee were recent visitors at Aberdeen between trains.

Neva Ross of the Store Dept is sporting a new Willys Knight Coupe which will just take care of two people. Wonder who the lucky fellow will be

Many Aberdeen people including several Railway employes are going to Minneapolis Nov. 20th to see Minnesota trim Michigan

Dispatcher C. N. Williams says there should be a law prohibiting the gentler sex from driving an automobile.

"Bye Bye Blackbirds" has a different meaning for Louis Sebald since he went hunting pheasants.

The C. M. & St. P. Ry. Women's Club will give a series of card parties this winter. These parties were enjoyed by every one that attended last year and many are looking forward to the first one which will be held in their club rooms Nov. 9th at 8 o'clock.

Sparks from the East End of the Electrification

Adolph C. Knudson

WE have always known that our Car Department is rather fast, but we didn't quite figure it to be fast enough to be ten years ahead of the times until we noticed a brake cylinder dated, cleaned at Harlo 10-30-36, one day as we were strolling along the riptrack, the next car to it was stenciled, limit load 1500 lbs. We don't know what brand it was but that stuff must have had an awful kick.

General Yardmaster, A. E. Hoops, and Apprentice Car Repairer, Marion Trudnowski, were among the Harlowton folks that journeyed to Butte to see the Montana U. football team defeat Montana State 27 to 0, October 21.

How come that Scott Leavitt was re-elected to Congress? Answer, Paddy Schultz and I voted for him. And that was after Paddy had worked real hard in the interest of Harry B. Mitchell.

The newly organized Harlowton Chapter of the Milwaukee Women's is getting off to a very good start. Mrs. C. M. Anderson, president of the Lewistown chapter and several members of that club came over October 16th, and instituted the club. This is a move in the right direction and we wish the ladies a great deal of success with the venture. Ladies, when do we eat?

Anyone wishing instruction as to how to find their way around in the fair city of Three Forks, would do well to see our popular Round House Blacksmith, Nels Erickson, he is well qualified to handle the subject. He has no trouble at all in finding just the party

he goes over to see. Rocky Mountain, Enginemen and Trainmen, please remember that a loud honking of Auto horns gets Nels's goat and lay off that stuff next time he comes over.

Archie Bryan has transferred to Missoula, where he has bid in a job as Traffic Clerk at the freight house. Archie, we are with you all the way.

Harlan Lucas, former Car Clerk at Avery, has bid in the Car Clerk job left vacant by Bryan's transfer. Harlan says it seems good to be back in the old home town, after a session west of the "Great Divide."

Mrs. Theo. Nissen, wife of Car Repairer Theo. Nissen of Bellingham, Washington, spent several days at the home of her son, Car Repairer, Elmer Nissen, while enroute home from points in the Middle West.

Musselshell Conductor, and Mrs. Ray Jubin, were called to Menominee, Wisconsin, the latter part of October by the death of Mr. Jubin's sister at that place.

We are getting the forwarding of "Sparks" so timed now that we can glance over our stuff of the preceding month and see how many errors the printers have made in setting it up, (we never make any errors ourselves) and see if our typewriter has done any more cussing like it did in the October number. We fear that it shocked some of our feminine readers badly, and it caused our little mother to do some tall explaining, just how she didn't raise her boy to use bad language. Needless to say, we have been chastising this machine ever since.

Carl Tower, is the new relief Clerk at the Yard Office.

A Merry Xmas and a Happy New Year to all our readers.

Mrs. A. A. Arnold, wife of Conductor Arnd, spent several weeks visiting friends at Seattle, Washington.

Mrs. Mary Dunn, Mrs. Gladys Nissen, Mrs. Christina Knudson, Mrs. Julia Steinhouser, Mrs. Hannah Haugan A. A. Martin, and the writer, accompanied by three towns people, Mrs. Flora J. Ott, Mrs. Ida Karnop, and D. E. Perkins, spent the week ending October 21st, at Missoula, where they represented the local Odd Fellow and Rebeckah lodges at the Grand Lodge Sessions.

Every one had a grand time, especially Martin, who got lost at the University and gave the rest of us considerable worry until he showed up one hour and thirty minutes later. The brakeman on number 18 on which the party returned, will vouch for the fact that the return trip was a lively one as he was kept busy keeping me awake and finding lost articles during most of the night.

While the train paused at Three Forks, we had just time enough to get a hasty view of their depot, and a glance at a lady that we think was Mrs. Decco, as we fled past to and from the "Beanery" where we grabbed a bite of coffee and a drink of sandwich. Well, who wants to sleep in a day coach anyway???

Chief Carpenter, Wm. Cullen, of Miles, spent several days in Harlo on business connected with his office.

Boilermaker, W. A. Cavanaugh, received medical attention at the hospital at Miles City, and is reported improved.

Mrs. Hoops, mother of General Yard Master, A. E. Hoops, arrived from Hollywood, Calif., and is spending some time at her son's home.

Did you notice how proudly the Store Department's Irishman strutted around after receiving that nice new wheel barrow? It's painted just the right color to, bright green. Barney washes it twice a day, too.

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On a raw day, or a stormy day, or a clear, cold day, when every lake and stream is frozen deep Wright's Health Underwear will keep you warm.

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The work of electrifying the local yards is just over, just a few finishing touches being left to do. It's well that it is done too; as it is something scandalous the way Lou Gallaher and Scott Lewis have worked watching Tom Sullivan work while they were herding that work train around the yards. Fact is



that Lou played out and had to take two weeks off so he could recover his strength while hunting, then he had to come back to work because Scott gave out. It is thought now that the boys will need the services of an income tax expert to figure out their incomes next March. Old Dame rumor has it that Tom, and Lou, and Scott are planning to reopen Harlo's First National Bank, after they get all their work train pay checks, with Lou as President, Tom as Receiving Teller, and Scott as Paying Teller, the line starts satisfactorily, but later complications set in forming at the right.

John Bartlett, Lou Gallaher, Harry Wade, 'Baldy' Rogers, and S. W. Murphy, are the lucky "Rails" as far as deer hunting goes, that we have heard of. Each of these gentle men bagging one.

Electrician, Howard Aherns, was operated on for rupture at the Hospital at Deer Lodge, November 1st. Latest reports are that he is doing nicely. Tom Birk, came over from Deer Lodge to relieve him.

Twin City Terminals

Mac

AGAIN the Merry Christmas time draws near and we extend to all our readers a Happy Christmas and a New Year full of prosperity.

Mr. O. F. Waller, Division Freight and Passenger Agent of Aberdeen was a recent visitor at the local freight office. We enjoyed your visit. Call again.

Mr. Elmer Davies, Demurrage Department took in the Football game at Madison on October 30th.

Three trains consisting of first class equipment left Minneapolis Friday evening, October 29th, carrying football fans to Madison, Wis. to attend the Minnesota-Wisconsin game Saturday October 30th. The game was very interesting and the outcome was in doubt, when only eight minutes left to play, Nydahl of Minnesota caught a punt and ran sixty-five yards thru the entire Wisconsin team for a touchdown, winning the game for Minnesota 16 to 10.

Ruth Lindgren in Mr. Bannon's office took in the football game at Madison on October 30th. We understand she wore the Wisconsin colors, but took them off on the homeward trip to avoid a razzing, we suppose.

Mr. Elmer Wall, Telegraph Department and Mr. Risberg are making a tour of the West. Stopping at Denver, Colorado Springs, Salt Lake, Los Angeles and San Francisco.

The boys of the local Freight office who were in the service were given permission to get off duty at 2 P. M. Armistice day Nov. 11th.

Nel Paulson, freight handler was hurt on his way home Nov. 10th by being run over by an automobile, breaking his collar bone. We hope to see him back soon on his job fully recovered.

Mr. L. W. Kennedy, Traveling Freight Agent was married on October 23rd to Miss Margaret Bjornstad. They have gone on a trip to the coast and will be at home at Butte, Mont. His co-workers wish them both success and happiness.

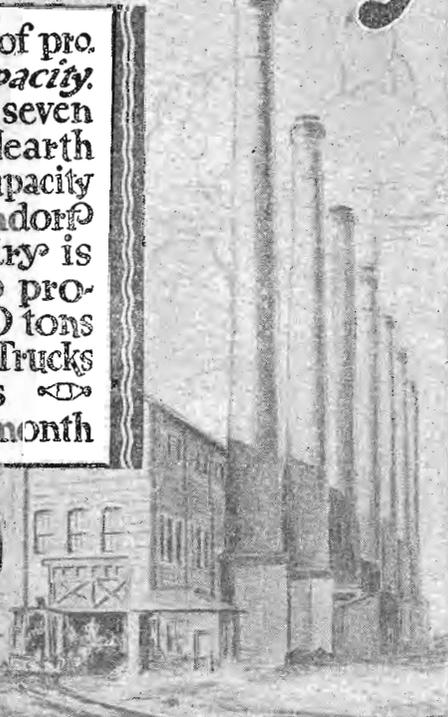
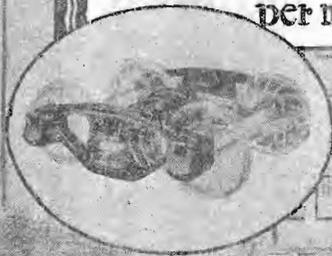
Miss Margaret McIntyre took a trip to Chicago last month.

Miss Murphy was seen over at the Coliseum St. Paul recently.

On Saturday evening, October 16th, the Milwaukee Division of the Railway Business Women's Association of the Twin Cities entertained at a dinner and card party in the Gold room, Radisson Hotel. This is the first large affair the Milwaukee Division has attempted, but it was a howling success, the

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attendance almost reaching the two hundred mark. The girls from other divisions are still talking about the wonderful time they had, so I guess we were well repaid for our efforts.

Misses Ella Seigler and Marie Kukla of the Car Department had charge of decorations, Miss Mary M. Zoll of the Store Department, the prizes, and Miss Emma Murphy, City Ticket Office, the reservations. Miss Georgia Perry, chairman of the Milwaukee Division took charge of general arrangements.

We have just heard of the serious illness of Miss Elizabeth Murphy of the Store Department, and are hoping for her recovery.

Our sympathy is extended to the families of August Heinz and Wm. Lind who were drowned in Kandiyohi lake near Wilmar, Minn. on November 4th. They were starting out on a hunting trip when the accident happened. A nephew of Mr. Heinz who lives at Wilmar was with the party and was also drowned.

Mr. W. P. Heuel, Auditor of Overcharge Claims, Chicago, Ill. spent some time last month at the local freight office checking claims.

Notes from the Traffic Department, Local Office and Docks, Tacoma R. R. T.

OCTOBER 20th was the fateful day on which the long unconquered champion of single blessedness, the beau ideal of our bachelors, Emmet Maloney, our Oriental expert finally succumbed and surrendered his liberty into the tender hands of a wife. On the date mentioned he was married to Miss Celia Margaret Joyce of Tacoma. The bride was attended by Mrs. U. Swartz of Seattle as matron of honor, while Edward T. Boyne, Jr. was best man. Naturally the large circle of friends of bride and bridegroom were very anxious to pay their respects, but in some unexplained fashion the couple gave them the slip. It had not been expected that they would take train at Tacoma for the wedding trip, so a party of friends, among whom were several representatives of the Milwaukee family, drove to Seattle to give them the proper send-off there; but the train pulled in and out without any bridal couple showing up. After a rapid council of war the party drove to Renton, beating the train by a safe margin and sure enough, there was the bridal couple on the station platform, congratulating themselves on having eluded the pursuers. The pursuers gave the couple a rousing send-off with the added advantage that crew and passengers had been informed at Seattle and were therefore on the lookout. Thoughtful friends at Tacoma had learned the number of the berth and had properly decorated it with hilarious posters, to the great enjoyment of the other passengers; we are informed that the last of the rice was swept out at Chicago. The newlyweds journeyed as far as New York, spending a few days there and a few days at Chicago; New York duly impressed them by the height of its prices even more than by its buildings. Emmet returned to work Nov. 5th. The Milwaukee family was represented among the wedding presents by a beautiful bridge lamp, it hopes to be able to admire it at the new Maloney home at a housewarming in the near future.

There is another pair of newlyweds among our friends, to whom congratulations are in order. We refer to Mr. Ed. Rogers, one of our best known and most reliable checkers at Dock Two, who gave us all the slip and

was quietly married at Seattle on October 30th to Mrs. Opal Ruud of Tacoma. They are now at home at 4604½ North 31st Street. The bridegroom's passing the cigars was the first intimation we had of the event, but our congratulations, though belated, were no less sincere, as we know "Ted" for a thorough good fellow, who is deserving of all good fortune.

We regret having to record that Mrs. Rehbock, wife of General Yardmaster F. L. Rehbock, had to undergo a very serious mastoid operation on October 8th at the Tacoma General Hospital. At first she improved quite and she had to return to the hospital for a second operation; at this writing she is still at the hospital. We desire to express our sympathy and our best wishes for her early recovery.

During Emmet Maloney's absence Billy Woodard, who has quite recovered from his recent unpleasant experience of being run over by an automobile, attended to Emmet's duties, assisted part of the time by Kenneth Alleman of the Local Office, part of the time by Mrs. Christensen, better known to our readers as Margaret Bolander, formerly a highly popular member of our Dock forces, and part of the time by the boss himself, Mr. F. J. Alleman, all of whom were doubtless wishing that Emmet were back.

Kenneth Alleman, just referred to above, was off on a vacation during the first half of October and improved the opportunity to view the scenery at Portland and as far away as Salt Lake City and Denver; however in his opinion neither the scenery nor the girls compare with those of Tacoma. Shortly after his return to work he took another vacation of one forenoon's duration, due to the sad circumstance that while walking along the oily pavement on 23rd Street leading down from Commerce Street, he slipped on the grease and all the way to the bottom of the slope in the oil. Aside from a black eye Kennie was not injured, but his clothes were certainly a sight to see and necessitated a speedy trip home.

On October 27th we had the honor of a visit from Interstate Commerce Commissioner Cox, Interstate Commerce Commission Examiner Barwell, Mr. Byram, Mr. H. B. Earling, and other high officials, guided by Mr. Rossiter, Superintendent, and Mr. Alleman, Agent.

The Bridge and Building Department, after many interruptions due to ships and other work, have at last completed the work of renewing the caps, stringers and decking at Dock Two. We shall miss the cheerful company of the B. & B. around the Docks; what it there about carpenter work which makes its followers so goodnatured?

One of our best known B. & B. carpenters John Shain, better known to his friends as "Scotty," together with his wife is on a two month's vacation in Chicago and vicinity. We miss his pleasant smile and the delightful Caledonian burr of his conversation.

Noah Waldron, Assistant Foreman at Dock Two, with Mrs. Waldron took another fishing trip on October 31st, but the season must be about over, for they didn't get a thing this time. However they are already laying plans for next spring.

Mrs. Nelson of the City Office was off on a brief vacation recently, but did not go anywhere except on a brief visit in Seattle. We are assured that she was greatly missed by her associates at the office, especially by Miss Stone, who had to do Mrs. Nelson's work in addition to her own.

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employes.

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ENGLISH GOGGLES

Have You Seen These Genuine Imported Clear Vision Goggles?

They are the very latest thing—strongly made of black enameled steel tubing, heavy wire screen at sides, fastened securely by an adjustable elastic band. Felt padding protects face and makes the goggles fit snug without binding.

A REGULAR BARGAIN JUST IMPORTED FROM ENGLAND

These goggles will sell as high as \$6.00 a pair in stores, and are the biggest bargain ever offered by your old friend

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SATISFACTION GUARANTEED

I am so confident you will like these goggles, that I will send them on approval, **YOU ARE TO BE THE JUDGE**, if you don't like them return them and I will refund your money.

I also carry a large stock of high grade jewelry, diamonds and watches. All goods sold under my strict Money Back Guarantee. **SPECIAL PRICES ON R. R. WATCHES**

Come in and compare my prices and quality. An ideal place to get your Christmas presents.

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29 E. Madison St., CHICAGO.

Dear Sir:—

Please send by return mail the goggles you advertise. I am enclosing \$2.30 and you are to return my money if I am not satisfied in every way.

NAME _____

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PLEASE PRINT your name and address or use typewriter.

S. M. East

R. G. E.

CONGRATULATIONS are extended to Mr. and Mrs. R. P. McGovern on the arrival of daughter, Patricia Ann, at their home in Los Angeles, California on October 4, 1926.

On Sunday, October 17, 1926 a host of the friends of Paint Foreman H. O. Johnson and wife invaded his home at Lanesboro, the occasion being the twenty-fifth wedding anniversary of Mr. and Mrs. Johnson. Well filled baskets were brought by the friends and after a delightful lunch was served the happy couple were presented with a silver offering as a memento of the occasion. Congratulations are extended to Mr. and Mrs. Johnson and it is hoped that after twenty-five more years have passed another such reception will be held.

Engineer Robert Herman has returned to work on the S. M. Division after a three months leave of absence. Bob has just been taking a well earned vacation and says he is now ready to stay on the job for the winter.

Clayton Bowe is the new stenographer in the Superintendent's Office at Austin. He comes here from Mankato, where he has had some experience in Railroad Work. We all hope Mr. Bowe will like his work in the office, and extend to him a hearty welcome.

H. B. Williams has accepted a position as Perishable Freight Inspector at Hollandale, Minn. We are all glad to learn of Mr. Williams' promotion and wish him success in his new work.

Leonard Flannery has been promoted to the position of Engine Timekeeper in the Superintendent's Office. This is a well earned promotion for Leonard and we hope this is going to be Flannery's start upward.

With the new time card in effect I&M Train No. 22 will leave Minneapolis at 5:00 P. M., arriving at Austin at 8:40 P. M. This will give Southern Minnesota visitors to the Twin Cities a very satisfactory service and should bring a nice increase in business to our Company.

L. V. Olson has been appointed Agent at Hollandale. Due to the fact that there are no housing facilities in the little village, Mr. Olson has been making his home at the Harrington Hotel, Austin. One night, he was aroused account of a fire originating in the basement of the hotel, and it is said that Mr. Olson became very excited and appeared in the lobby very scantily clad, but with his banjo in his hand. Evidently, Lyle was planning on taking his instrument "up" with him.

Mrs. V. R. Cullen attended a meeting of the Mechanical Department Staff at Milwaukee during the latter part of October. Miss Evelyn Wigness accompanied Mrs. Cullen to the eastern city and evidently the trip was too much for her as she has been unable to work due to illness for the past few days. However, we are sure she will be back on the job in the next few days, fully recovered.

Understand Frank Bloom had quite an experience while attending the Park Theater the other Sunday evening. Frank, don't you think it would be a good idea to keep your feet out of the way of the young ladies?

Brakeman Melvin Hanson is taking a few days leave of absence due to a severe cold. No doubt, Melvin will be back on his regular run in a few days, because you can't keep a good man down.

H. & D. Division "Bab"

WELL, we're all set for winter now—got our storm windows on 'everything. Seems natural to see the feminine faction around here worrying along in their galoshes.

Mr. L. F. Donald who has been trainmaster on the H&D Divn. for about a year, has been transferred to the Terre Haute Division, and is succeeded by Mr. Whalen.

Mrs. Elva Johnson (nee Hinman), stenographer in supt. office, received word of the death of her only brother, Erik Hinman, who died very suddenly from heart failure, at Mankato, Minn. Mr. Hinman served in the World War for 19 months and was a member of the American Legion at Elgin, Ill. Funeral was conducted by the Dundee-Carpentersville Post and the Elgin Post at Dundee, Ill. Elva was absent several days making the trip to Dundee by car. She has the sympathy of us all in the loss of her brother.

Mr. F. E. Falkingham, Chief Clerk in DMM's office, was in Milwaukee and Chicago several days this month on business.

Several of the ladies belonging to the Milwaukee Women's Club enjoyed the big meeting at Chicago—also the banquet following the meeting. Those who attended were Mrs. R. E. Sizer, Mrs. P. H. Nee, Mrs. A. M. Marinson, and Mrs. D. R. Davis.

The old H&D is certainly proud of the extensive improvements being made at our water treating stations. Treating plants are under construction at Bird Island, Appleton, Summit and Bristol. We expect to have the plants at Appleton and Bird Island in operation about Nov. 25th; the one at Summit about December 1st. We are also starting foundation for additional service tank at Montevideo, which will be rushed to completion so we can get it in use by December 15th. We are making a number of other improvements to our water treating plants—going to install a motor at Ortonville to replace steam boiler; same at Waubay, and are electrifying water station at Bristol. When we get through on this division, we are going to have one of the best line of water stations on the system. Two sand towers are being erected at Milbank—one for east bound and one for west bound trains. A locomotive can now take coal, water and sand with one stop, which will be a great help in speeding up train movement. A great industry has been started south of Sacred Heart, Minn. where very valuable granite has been found. We expect to get considerable tonnage and have just installed a 15-ton electrically operated derrick for handling this commodity.

Local Storekeeper A. Lowe was in Milwaukee several days last week attending meeting of local storekeepers.

Glen Fisch, machinist helper, won the wonderful Hope Chest which was recently raffled at the Armory here. Don't see what possible use Glen has for that sore of thing—he was just plain lucky that's all.

Valentine Rush, son of Engr. Rush, passed away Thursday morning after a short illness. Burial was in St. Joseph's Cemetery on Nov. 13th. The family has our sympathy at this time.

Miss Clara Samdahl and Miss Harriet McLaughlin took advantage of Armistice Day and hid themselves to Mpls for a days shopping.

Mrs. Fred Burdick, of Aberdeen, has been visiting at Montevideo for several days this

week. Mr Burdick has been transferred to Montevideo again, after being at Aberdeen for over a year.

All new faces at the Van Noy Interstate now—not one of the old ones left. We just get used to one crew, when they up and change them.

P. E. Trueman, conductor, is again on the H&D Division, after an absence of several months.

Chief Carpenter Hansen and Mrs. Hansen spent a week at Mason City, Iowa renewing old acquaintances. Made the trip with the Chrysler.

Our Division Accountant is again looking for a house to rent. You know he does that same thing every spring and fall, so we are beginning to get used to it, but maybe it really does mean something this time, as he has the house all picked out.

Bridge Foreman Frank Tomek and crew are at Montevideo this week helping out our carpenters here.

Inspector J. H. Lathrop is here checking inventory etc. with the division accountant's force. Expects to make quite a stay here, we hear.

John Lanning expects to bring his son home from the hospital at St. Paul this week, but understand he is not quite ready to be moved yet. However he is much improved and will be home soon—maybe for Thanksgiving.

Iowa (East) Division and Calmar Line

J. T. Raymond

OPR. Don Fox of Delmar spent several days at Ottumwa visiting his brother Engr. Fred Fox and also with Mr. and Mrs. Frank T. Fox who were visiting there.

Agent H. E. Seeley of Greeley has been off duty undergoing treatment at Iowa City Hospital. It will probably be several weeks yet before he can resume work. L. G. Ireland is acting as relief.

Agent F. McMahon who has been off for some time has resumed work.

L. P. Haug and Frank B. O'Neill are new Extra Operators on the Division.

Mrs. P. H. Nee and Mrs. R. E. Sizer of Montevideo, Minn., Mrs. John Heinzeleman of Perry, and Mrs. Ted Buechler of Minneapolis were guests of Mrs. Martin J. Flanigan the first week in November, several parties were given in their honor. These ladies accompanied by Mrs. Flanigan attended the General meeting of the Milwaukee Women's Club at Chicago Nov. 6th.

Custer Greer has been appointed Captain of Police on this Division vice Roy S. Brown resigned. Mr. Greer is transferred from Miles City, Mont.

Mr. and Mrs. Frank T. Fox who now reside near Seattle, Wash. visited with relatives and friends in Marion and Springville during October. Mr. Fox was formerly Chief Dispatcher and Train Master at Marion. He received a warm greeting from many old time friends.

George W. Ahsforf of Savanna died Monday Oct. 18th at his home following an illness of four years duration. The "Colonel" was a Conductor on this division for many years. He was capable, well posted and a very likable man. In latter years he has been employed at Savanna Round House. We regret deeply to hear of his death. At the cemetery services were in charge of the Masonic order.

Engr. A. L. Flowers of Savanna who has been ill for some time at the Washington Boulevard Hospital is reported to be improv-

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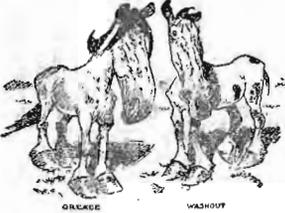
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ing steadily. It is hoped by his friends that he will recover soon and be able to resume his place in the ranks.

Miss Hannah Johnson of the Supts. office was away on a weeks vacation visiting in Redfield, S. D. and the Ramseys at Arlington.

Condr. Harry B. Vandercook of Deer Lodge Mont. visited ten days at Marion with his mother the fore part of November, he had been to Chicago on business.

Opr. Mac Stewart of Oxford Jct. was away several days. Opr. Sorg relieving.

Opr. W. I. Roland of Paralta was off duty account sickness. Opr. Haug relieving.

Opr. R. L. Merrill has been appointed third trick operator “MA” office, Marion.

Condr. Wm. Rehbock of Savanna met Rock Island train No. 66 at Cedar Rapids Oct. 30th to greet his mother and was informed that she had passed away on the train a short distance from Cedar Rapids. She had been visiting relatives and was on her way to her son's home where she had been living since last December. The remains were taken to Waterloo for burial. We extend deepest sympathy to Mr. Rehbock and family in their sad bereavement.

Mrs. H. E. Byram, President General of the Milwaukee Women's Club, Mrs. J. L. Franz, Recording Secretary General, Miss Etta N. Linskog, Corresponding Secretary General and Mrs. Carpenter Kendall, Treasurer General arrived at Marion 8 o'clock P. M. Oct. 28 from Ottumwa, they were met at the station by a reception committee headed by Mrs. Martin J. Flanigan and escorted to Mentzers Hall where a reception was held in honor of the visiting General Officers, an account of which will be furnished by the Clubs Historian. The ladies of the Marion Chapter had been looking forward to their visit with a good deal of pleasure and were much gratified at the success of the meeting both in point of attendance and interest manifested. The cause of the Women's Club has received added impetus and increased devotion by the visit of these ladies and thus there were more “corners brightened” and “sunshine scattered” in this locality. Is there any work more commendable?

As these items are being sent in to the Editor, news is received of the death of brakeman Geo. Salzer, who was drowned Nov. 10th in the Mississippi River. He had been hunting ducks near Savanna with a friend but was alone at the time of the drowning. His body was found the next day. There is a general regret among the employes on the division at the untimely death of Mr. Salzer.

Condr. J. Higgins and wife spent several days in Rochester, Minn. where “Jack” has been taking treatments. Condr. F. S. Craig was on Nos. 31 and 32 during Mr. Higgins absence.

Condr. Ed. Templeton took a few days off on the motor car between Calmar and Monticello to rest up a bit. He was relieved by Condr. Thos Costello.

Condr. Wm. L. Hyde has resumed work on Nos. 38 and 39 between Davenport and Milwaukee after a vacation of three weeks. Condr. J. T. Reagan was relieving.

Condr. Elmer Shook on the mixed run between Davenport and Oxford Jct. has been off duty for some time account sickness. Condr. M. D. Coon relieving.

Train Baggage man Ben Sears off duty a few days account a severe cold. Baggage man W. E. Wilbur relieving on Nos. 7 and 20 between Marion and Omaha.

Passenger Brakeman Perry Arbuckle, who has taken one of the runs on Nos. 8 and 19 between Marion and Chicago, has moved his family from Maquoketa to Cedar Rapids.

Brakeman Clarence L. Gregory, who is on the main line way-freight between Lost Nation and Atkins, tried to lay off a couple round trips about Nov. 5th, but was told that on account of shortage of men there was nothing doing. However, Clarence insisted that he just had to be off and finally cut his request down to one round trip, which was granted. Must have made good use of the time as the next time he showed up he had a wide smile and a pocket full of cigars. Didn't learn the young lady's name but she is from Monticello and the magazine extends congrats and best wishes.

Condr. R. B. Eckhart, who has been braking on the wayfreight between Cedar Rapids and Monticello is taking a layoff for a much needed rest. Charlie Carrington relieving.

Quite a few of the railroad boys around Marion took in the disaster at Iowa City Nov. 6th when Iowa tried to play Minnesota at the Annual Homecoming, but didn't have much luck.

Condr. Jack Beeson, who holds down a braking job on the third shift Service Train, was off duty several days account having some teeth pulled.

Trainmaster's Clerk H. J. Murphey and children drove to Muscatine recently and spent Sunday with relatives.

Condr. Frank Lafferty spent several days visiting in Omaha, Condr. Dan Hickey relieving on the third shift service train.

Passenger Brakeman L. E. Morrow, who was off duty for several months account sickness in his family resumed work as flagman on No. 8 and 19 between Marion and Chicago, putting H. R. Perrin who was on this run back on the extra board.

Condr. J. H. Pulley was off duty for several days account sickness, Condr. C. Malone relieving on the mixed run between Davenport and Maquoketa.

C. & M. Division Notes
J. M. C.

WE are all very much interested to know why Mary Quinette goes to Green Bay so often, but to date have not been successful in finding out one thing about the visits. Let us in on it Mary.

The folks in room 10 did not notice as many dark days in October as the weatherman recorder, there were only two or three days that Agnes did not sing her Irish songs. The letters must have come in regularly. He is some Paul isn't he Agnes?

The members of the timekeeping department have noticed how promptly the time slips are received from the crew on numbers 31 and 10, for further particulars ask Wm. Zollner for an explanation.

Erna is very down-hearted these days and we can not cheer her up by telling her that Freddie has only taken a leave of absence.

Chief timekeeper N. Bennett and wife are planning an extensive visit to Miami and Cuba. We really don't see much necessity for going to Cuba now Norman, we shall soon have it here.

Engineer Sam Brice has a new son and we can all testify to the fact that he must be a peach for the candy and cigars were wonderful.

We are sure now that there must be some attraction in Green Bay, for Herb, Harvy and Ed spent a weeks end up there and all report a very wonderful time.

O. A. O. is riding the brownies now, you can see him almost any night riding number 69 out of Galewood. He must like the fast ride on that train or perhaps its the slow start he likes.

Operator Sturges has given up the idea of going to Florida this year he thinks he can do better right at Sturtevant providing they fix the lock on the door of the depot so he won't have to get up and close it every time it is used.

Agent Hutchings at Lake is a very busy man these days taking care of all the cars at Lake and keeping records on all they are dismantling and billing his sugar beets. Guess we will have to give him an assistant. He is complaining about having sore fingers from doing so much writing.

Brakeman Fred Cahill and Miss Rose Dwyer were married in November and their many friends wish them the best of luck. Fred will work a whole lot steadier now that he has some one to pilot him.

Iowa Division (Middle and West)
Ruby Eckman

JOHN Moran of Milan, Mo. passed away at the Kings Daughter's hospital in Perry Nov. 10th following a few weeks illness. Mr. Moran had come to Perry to visit his sons M. B. and W. J. Moran who are conductors, on the western division. The boys took the remains of their father back to the old family home for burial.

G. M. Abell who was formerly round house foreman at Perry has had another promotion. He left here to go to Green Bay, Wisconsin as General foreman and a short time ago was made General Foreman of the Round House at Milwaukee. His friends on the Iowa division are glad to see him advanced.

The Perry ladies who attended the Second annual luncheon in Chicago last month all came home very enthusiastic over the reports of the work of the club over the system.

Mrs. John Heinzeleman of Perry attended a house party at the home of superintendent Flanigan in Marion in November, before going to the luncheon in Chicago. Mrs. Flanigan had several friends whose husbands are officials in the northern district as her guests before the club's affair.

Nels Nihlen who has been the Perishable Freight Inspector at Perry for several years has been transferred to a similar position at Aberdeen, South Dakota and has moved his family to that place. Andy Westover of Milwaukee has the position Mr. Nihlen left vacant at Perry.

Engineer Barber who has been doing some work in the interest of the Pension Association was on the middle and west Iowa divisions the fore part of November and secured several new applications for membership in the Pension Association.

Oscar James Atkins, Jr. son of O. J. Atkins at Weston station has been lined up as an extra operator on the Iowa division. Oscar learned telegraphy under his father and has been working steadily since he was hired.

Division Master Mechanic W. N. Foster and Round House foreman A. J. Kressen of Perry both had birthdays in November which were fittingly celebrated by a group of their friends among the round house employees.

John Herrand who has been employed as a section laborer at Maxwell was made foreman of the Potter section in October. The removal of the young man from Maxwell at that time also meant the removal of one of Max-

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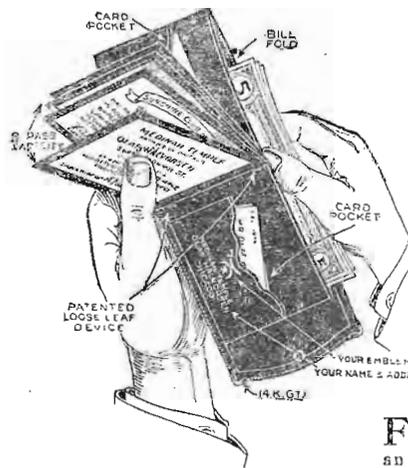
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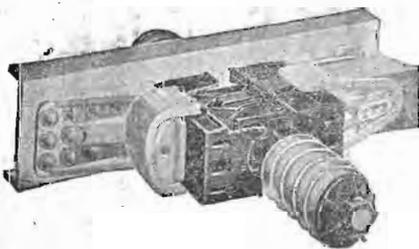
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well's nicest young women as John took unto himself a wife just before the change was made. His friends offer congratulations for both events.

Machinist Clarence Dettman who has been on leave of absence for several months, working in the west, has returned to Perry to resume work.

The extra gangs which have been in service on the middle and western divisions during the summer have been pulled off. Mike Vavera who was assistant road master on the middle division during the rush of work has returned to Tama section, as foreman. Mr. Vavera has filled the position of assistant to Mr. Johns.

Master John Clothier the young son of engineer Clio Clothier met with a peculiar accident in October. The lad had been confined to his home by sickness, so his grand parents bought him some Halowe'en novelties. He dressed up in his mask and had a small horn in his mouth when he tripped and fell. The horn was forced into his throat and made a bad laceration that caused him a great deal of pain.

Engineer Fred Osborne whose side line is the bee industry took off a crop of honey this fall which was a little better than anything he has produced. Fred has done some experimenting with bees and has developed a strain which is a cross between the Caucasian and the Carnolian, an Australian bee which results in larger colonies, more honey and a better grade of honey. His experiments have been watched by the Agricultural Department of Ames College.

Engineer Leon Brown who has been working on the K. C. Division for several months has returned to the Iowa division to work. Leon's folks live down in Kansas City and the transfer for the summer gave him an opportunity to be at home for a while.

Conductor A. J. Fuller with the aid of his good wife made a fast friend for the Milwaukee in October. A. J. was on number 3 on a Sunday and had a lady passenger who had just come over from Norway, destined to a point on the Des Moines division. There is no Sunday service on the Des Moines division line so A. J. suggested the lady get off at Perry instead of Herndon to wait for the train. She could not speak the English language but A. J.'s wife could speak her language, so Mrs. Fuller took the lady to her home and kept her until Monday forenoon, inviting in some friends Sunday night who spoke Norwegian. The Perry folks didn't learn until almost time for the lady to leave their home that there was a bit of romance connected with the affair as she was

enroute to Grettinger, Iowa to meet her fiance and be married. They parted in Norway and the man of her choice had come to Iowa, prospered and had made a home so sent for his bride to come here and be married.

Mrs. James P. Ross one of the best loved young women of the railroad circle passed away at the family home in Perry, October 16th. Mrs. Ross had been ill for a long time. Burial was made at Fort Wayne, Indiana. Mr. Ross is a blacksmith at the round house.

The Iowa division correspondent extends Holiday greetings to all.

Chicago Terminals

Guy E. Sampson

RIGHT here, first out, and ready to go we want to mention the fact that the George Goding Lodge No. 188 B. of L.F.&E. will hold its Annual Ball at the Rainbo Gardens, Clark and Lawrence Ave., Chicago, on Friday evening Dec 10th. Every railroad employee and all their friends are invited to trip the light fantastic on this occasion. Come out and meet your co-workers and their families. Best of music will be furnished and a great time assured all who attend.

About 25 members of the Bensenville Chapter C.M.&St.P. Women's Club attended the annual get together meeting and banquet held at the Palmer House in Chicago, Saturday Nov. 6th.

Switch tender Wm. Cuncen and wife attended the Golden Wedding of Wm.'s parents which was celebrated at Billings, Montana last month.

Engineer Frank Sutherland and wife took a trip to eastern Canada last month for a couple of weeks visit. Enjoyed the visit but glad to get back in the harness again and see the car wheels buzz.

Mrs. H. F. Gibson wife of Supt. Gibson of Beloit, Wisconsin attended the big meeting of the Women's Club at Chicago Nov. 6th and stopped over a few days to visit friends in the city and at Bensenville where they formerly resided.

On Sunday Oct. 31st Mrs. Minnie Vogtli, wife of switchman George Vogtli died at the Elmhurst hospital where she had been hurried a few hours before to be operated on. While all separations are sad, this one was exceedingly so, as deceased leaves not only a sorrowing husband, but four little daughters the oldest nine years old, and the youngest eighteen months old. The sympathy of the entire community is extended to the bereaved family.

Milwaukee employees are sure doing their share towards making Bensenville. Many of them within the last year have built homes there and several others have purchased lots preparatory to building in the spring. With the sewer and water systems in operation and the paving of streets begun there is no mistake made by locating in Bensenville where so many of the railroad men work daily. Besides owning their own home and saving rent they also save from two to four hours a day which those living in Chicago have to spend riding to and from work. Bensenville is booming and the railroad men are pushing the move along.

The Chicago Terminals employees showed their sympathy to the Vogtli family by raising a nice purse to assist them in their trials that necessarily arise when death enters a home and takes away the mother or father. George asked us to say that words could not express their gratitude for the kind acts shown them during their bereavement.

Our former Asst. Supt. W. F. Ingraham drove into Bensenville Sunday night Nov. 7th and stayed over night at the Joe Bodenburgers home. On Mon. those two gentlemen accompanied by Mr. Geo. Franzen drove to Elgin. They did not leave however until W.F.I. had plenty of time to shake hands with a lot of the boys who formerly worked with him in the Terminals.

Last month one of Chicago's oldest switchmen passed away to the Great Beyond. Mr. Jack Flynn who switched box cars in Chicago many years prior to 1894 later went on the city police force until he was pensioned off on account of old age died at his home in Oak Park. Many of the old time railroad men attended his funeral. Sympathy extended to the bereaved ones.

Fireman Joe Huart came on the job recently with a smile that reminded one of the entrance to a hay mow and all because the Stork had visited his home and left a little son. He arrived Sunday Nov. 7th. Congratulations Mr. and Mrs. Huart.

Another little matter has been reported to us and that is that fireman Henry Huart actually went down town and bought his a new \$150.00 coat. That's fine Henry but how can a fireman do a stunt like that these awful hard times? Bet your wife thinks she has the best man in Chicago. Well doing things like that will keep 'em thinking so.

The two Bensenville ladies, whose husbands are railroad men, that recently alighted from the wrong side of a passenger train when they arrived home and then had to walk home because one of the ladies husband was looking for them to get off on the platform, and when he failed to see them drove off leaving them standing on the wrong main line, swear that never again will any one have the chance to "kid" them about setting a good example for passengers who ride the trains. Nuff said, no names need to be mentioned.

I. & D. Items Marie Randall

S. Otto Secory, Assistant Division Accountant, has been granted a six months leave of absence account of poor health. It is the wish of all that he enjoy a speedy recovery.

Miss Ruth Scott is temporarily filling the position of Assistant Division Accountant during his leave of absence.

Mary Gen Braheny, Stenographer in the Superintendent's Office spent several days in Chicago in November visiting friends and relatives.

Marie E. Randall, Stenographer in the Superintendent's Office enjoyed a two weeks vacation in Chicago and Denver, the latter part of November.

We see H. I. Quandahl walking. Wonder if it's too cold for his "Tin Steed" or maybe he'll have to buy some alcohol and hasn't made the raise.

Who won the Chrysler "70" Sedan?

Wanted: A door tender in the Superintendent's Office to close the door after LRM.

C. H. Thoma, Switchman, claims to be a dynamo of energy. He never sleeps, he's the Al Key of the Mason City Yards.

A. E. Johnson now has about four helpers so he won't have much to do — A.M.K. O.P. — W.N.H. — H. S. M.

Engineer Oscar Peterson has returned to Mason City after spending the summer months at or near Chicago. The climate must have agreed with "Pete" as we haven't heard him complain of "Heart Burn."

Condr. A. M. Kelly and C. L. Swanson have returned for the Western States, but as yet we haven't heard any "Wild and Woolly" stories.

Who's the Lady mentioned in last month's magazine connected with * L.A.

Store Dept.—How's the woman Damon?

We understand that F. H. Dickhoff, Yardmaster at Mason City, went hunting pheasants for two days and came home with one pheasant.

Miss Irma Wilhelm, Station Payroll Clerk in the Superintendent's Office was absent from her duties in the month of November due to the serious illness of her mother.

The Correspondent of the I&D Items was nearly scalped after the November issue of the Milwaukee Magazine. Everything is all right now, we hope.

Milton's Meditations: "I wish I were a Man."

The Clerks who put on a little original program when Mrs. Byram and party were at Mason City had fully expected Mrs. Carpenter Kendall to be a member of the party and her name was mentioned in the evening's program.

The donor of the item in regard to the young lady mentioned in last month's magazine advises that this young lady did not wish her name divulged in acceptance of this praise. Anyone desiring to know it may ask the Correspondent and she will inform you.

Miss Marie Fiala, who recently returned from a six month's trip abroad has resumed her duties as Clerk at the Mason City Roundhouse.

W. F. Ingraham and family are speeding around in a Cadillac Sedan.

Mrs. Louis Allen, formerly Mabel Byrd, Comptometer Operation in the I&D Division Superintendent's Office at Mason City has informed us that a visit with the Milwaukee Magazine is like a visit back home and she anxiously awaits each issue.

A little boy was making his first trip to the barber shop.

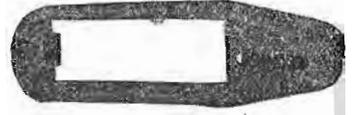
Barber—How do you want you hair cut?
Little Boy—Just like Daddy's, with a hole on the top.

Kansas City Terminals S. M. C.

MR. Fesler is still improving. We are all hoping that before this issue of the magazine comes out he will again be back on the job.

A Riddle: Helen, our telephone operator has lost 25 pounds. What is her present weight?

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is known to the employes of
every road today.

Now that the flowers are gone, our florists can put their hands in their pockets on the way to work.

Jim Talbott and Buster Beem attended the Kansas-Nebraska football game at Lawrence and reported a fine trip. Rudy (Buster's Hupp) surely traveled some, report is they passed everything but a Ford.

A new Mascot for the Local—A Tom Cat. The mouse population is hard to find since he took up his abode. Too bad Coburg couldn't adopt a cat instead of the three dogs they now have, then perhaps Franks Reed wouldn't have so much trouble.

Albert Smith spent part of last month in Oklahoma on his farm. Reports a fine time and fine crops.

One of our confirmed bachelors, Elmer Smith, spent his vacation last month with his folks, down in Missouri, on the farm. Elmer says the hunting was great.

Illinois Division

M. J. S.

*Christmas Greetings for a Happy Yuletide
to you ALL.*

CONGRATULATIONS are extended to Mr. and Mrs. Wm. Wires on their marriage at Savanna Oct. 20th. The bride was formerly Miss Agnes Haas of Savanna, and the groom is Chief Clerk in Chief Carpenter Gradt's Office at Savanna. A buffet set of "Molly Stark" Silver was presented to the newlyweds from the Superintendent's Office force. "Bill" furnished the treats too, and the candy and cigars were enjoyed.

Dwight Cook, son of Chief Dispatcher E. D. Cook of Joliet, Ill., was a Savanna visitor recently.

Engineer and Mrs. Phil Serrurier and two granddaughters visited relatives in Chicago over the week end.

Mrs. A. E. Rupp of Chicago left for her home after a visit at the home of her son and wife, Engr. and Mrs. Geo. Rupp of Savanna.

Condr. Ray Helsdon "helped out" at Bensenville recently when man power was scarce and "stoked" the engine from Bensenville to Savanna and return. Engr. Rosenback is willing that he become a "regular" on his run.

Operator Oscar Kline and Engr. J. P. Castle of Savanna motored to Rockford where they attended a recent Commandery ceremonial.

Chief Clerk Harold Reiff, Savanna Store Dept., and wife visited with relatives in Milwaukee.

Mrs. J. H. Mulder, Chief Clerk Master Mechanic's Office Savanna, has returned from Milwaukee where he attended a Staff Meeting of the Locomotive Department Chief Clerks.

No contributions, no news. More next time.

Jim, Our Chief Clerk, wants 2-No who it was in the Bible that set the sun back an hour. If someone really knows, please tell him quick so he will not have to read the whole Bible thru to find out!

If you want a good radio built—just ask Bill Wires. He makes 'em and repairs 'em and does a good job you bet. He recently built one for Jim Tigerman and its going fine

Lola Lynn, Stenographer Supt's. Office, takes a week of her vacation next week. Says she will spend it in the Smoky City. Has been promised by one of the office bunch that she will get the price of the bob, shampoo and curl, if she comes back minus the long tresses!

DAVENPORT NEWS

On Nov. 1st Agent G. H. Hull held monthly claim prevention meeting at Freight House. Mr. Geo. Fall, Traveling Freight Inspector was also in attendance.

Car Clerk Ryan who has been "working out" at the YMCA gym, has fond hopes of reducing.

Western Flour Mills are increasing their capacity with the building of five wheat storage tanks which will be completed about Dec. 16th, and will increase our switching and revenue earnings.

Rate Clerk Carty has picked all the winners of the Big Ten Football games—that is, after the games are played, and hear Frank say "I told you so."

Bill Clerk Baird was off duty account attending the funeral of his sister. Sympathy is extended.

Ray Schultz, Claim Clerk, will soon be looking after heaters on all perishable freight.

Abstract Clerk Albright and Yard Clerk Teegan motored to Iowa City last Saturday to see home-coming football game between Iowa and Minnesota.

Chief Clerk Tathwell visited with his son, Archie, at Chicago Sunday Nov. 7th.

At last, after long waiting, we can announce that John Linehan, Cashier, is to be married soon.

John Pierce, Trainmaster's Clerk, and wife, motored to Chicago to see the Purdue game.

Switch Foreman White is now working the 4:00 P. M. trick in the absence of Foreman Reeves.

Mrs. H. W. Kressin, wife of RHE at Nahant visited at the home of Foreman Chas. Langley at Savanna recently, and went to Chicago to attend the Railway Women's Club luncheon and meeting.

Fullerton Avenue Building

J. T. Griffin

ON October 31 occurred the sudden death of Joseph M. Ryan, Assistant Freight Auditor, who had been in the Company's service since April 1, 1904.

Mr. Ryan was a popular and capable Railway Official. He was greatly beloved and always enjoyed the confidence of his employees, to all of whom the news of his sudden passing was a great shock.

Anyone wishing information on the art of snipe hunting at Sister Lake see Ollie Anderson or Adele Glaser, Freight Auditor's Office it being understood that you bring your own sack and lantern.

Lillian Grunwald, Car Accountant's Office is wearing a diamond ring and we expect an announcement of the day and date soon. Best wishes.

Thelma Raymond, Assistant Comptroller's Office is wearing a diamond ring on the proper finger and is receiving the best wishes of her co-workers.

Frances Wilson, Ticket Auditor's Office surprised her many friends when she announced that she had been married on August 31, 1925. Her co-workers presented her with a hammered silver percolator. Best Wishes.

Gertrude Ragless our switchboard operator has been absent account sickness for some time. We hope she will return to her duties very soon feeling better than ever.

We notice from our records that Erna Horganon, Auditor Expenditure's Office has changed her name. How come Erna we had not heard of this before.

Erma Prehler, Freight Auditor's Office resigned to be married November 25th. Her

co-workers in the Statistical Bureau presented her with a beautiful lamp. Best wishes.

Rose Litwin, Freight Auditor's Office was married November 11. Her co-workers presented her with a gift of glassware. Best wishes.

The Ticket Auditor's Office was honored by an unexpected visitor Miss Evelyn Prosser a prominent members of the girl scouts. Altho formerly a fellow employce she positively ritized the expectant males of that office with one exception and that exception was Raymond Hackell our sheik of the Interline Department. Will someone please page Hadeline?

On Sunday October 25, Gustave Peter Ewalt, Freight Auditor's Office was seen going forth to hunt ducks armed with bean blower and sling shot. He says he got ten ducks. We wonder who ducked him and was it cold?

Now that Christmas is approaching the Young Ladies of the Interline Bureau, Freight Auditor's Office have organized A Noon Day Knitting Society. Miss Susie Stopps is President and Mr. Jack Oakley is serving in the capacity of chef. If you want to enjoy a hot cup of coffee with your lunch just see Oakley.

The officers and employes extend sympathy to

Herman Treskett	death of Brother
Bertha Tannahill	death of Mother
T. F. Fitzgerald	death of Daughter
J. Coughlan	death of Father
John White	death of Father

Tacoma Shop Notes "Andy"

AMBROSE Anderson, Saw Filer in the Woodmill, one day went a-hunting to gather in some ducks, he had been plodding along but a short while, when lo and behold, there comfortably resting in a cozy nook of a swamp he spies the wily object of his hunt. To his broad and mighty shoulder he promptly placed his trusty, and through the silent air rang a lusty Bang, Bang, and a couple of ducks bit the dust, no I mean mud, there was no dust, but when aforementioned hunter gathered in his trophy, he found they were made of the same stuff they handle in the woodmill. The Game Warden happened along at this point, so the story goes—curses—a few question marks and a couple of diphthongs, Ambrose felt that he now was in for it, but on second thought his worries vanished, he did mind paying a fine as long as the Red Dome oil well was paying dividends.

There is no chance of any automobile salesmen doing any business around this neck o'the woods since Machinist Thrasher has been peddling cars, for he has the country flooded with Oaklands and Pontiacs.

Ah-Ha, after ten long days the secret has finally leaked out, and we wish to broadcast to the world that Jack Dorsey Store Department stockman, and Football player is now the proud papa of a bouncing baby girl. Can you feature keeping such an event a secret, it just can't be did, for the beans will be spilled sooner or later. Our firm belief is that Jack was sadly disappointed, he no doubt had built mighty air castles and dreamed dreams of a big husky son and heir, instead of a girl. He no doubt desired a boy that he could develop into a great football artist like himself to perpetuate his name, but never mind Jack, life is full of disappointments, but always remember it can't be all rain and no sunshine, and better days may come. We all wish to offer our sincere congratulations, and may your nights of walking be few.

To those left to mourn the loss of Mr. N. R. Byron, Store Department Oilhouse man, who passed away recently, we wish to express our heartfelt sympathies.

R. A. Nofke, has been in the hospital undergoing an operation, and the latest reports are that he is getting along fine.

John Knudson, has been very ill, having undergone a very serious operation and the reports are that he is getting along fairly well. Our sincere hopes are that he will speedily recover from his illness.

General Office Items Vila

MR. Frank W. Lippert of the Comptroller's Office was married on Saturday October 16th. He and his bride visited Seattle, Portland and Los Angeles on their wedding tour. We wish you much luck and happiness, Frank.

The girls of the Comptroller's Office had their annual Halloween luncheon Thursday noon October 28th. The festive colors, orange and black were much in evidence in the decorations of the tables, with scare crows and pumpkins as centerpieces. Each guest received a favor and a fortune. The Misses Grace Baldin and Grace Danfelter were the lucky winners of prizes for the guessing games.

The father of Miss Crystal Malone of the Comptroller's Office is very ill.

Vacations are still in vogue and some of the latest to go are:

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JOHN C. SALZER

MILWAUKEE, WISCONSIN

▲▲

Misses Adele Bartling and Hazel Allexan who at the present writing are in Biloxi, Miss., endeavoring to escape from a few weeks of winter atmosphere here. They spent some time in New Orleans and from the wording on the card I received they are having a lively time.

Miss Nellie Steneck is tripping around New York City taking in the Great White Way, and of course, doing her Christmas shopping.

Miss Anna Sima of the Engineering Department is spending her vacation in Minneapolis and LaCrosse working hard to gain 48 ounces. We hope she gains the required avoirdupois as we would certainly hate to see her cheated out of the prize. However, if Anna still retains her sylph likeness we may come in for a treat of candy, which I understand will go to Miss Olsen. (Whichever way it works out, looks like we ought to be in on the candy.)

And George Gloss of the Passenger Department also went sojourning to that famous city of Detroit. (?)

And last but not least Mr. C. T. Jackson—visiting relatives in Missouri.

Mr. Scoffern who has been very ill and was confined to the hospital for a number of weeks has returned home, and we are all happy to know he is getting along splendidly.

The many friends of Mr. C. C. Dimock were shocked to hear of his death on Nov. 5th. For more than forty-five years Mr. Dimock had been with the "Milwaukee" and he will be greatly missed by his associates. Obsequies were held at Prairie du Chemin on Sunday Nov 7th. Our sincerest sympathy is extended to Mrs. Dimock and daughter.

Bill Wallace surely believes in soaring. After elevating himself from the second floor to the seventh he now reaches the higher heights, and at present is pretty close to heaven. We can tell from the radiant smile we see, Bill. Best wishes to you and Mrs. Wallace for the future.

Thanksgiving Eve is the time set for the nuptials of Bob Johnson and his bride-to-be. Congratulations and good wishes are tendered you through the Magazine.

And here is some more about a wedding. (You will begin to think you are reading the June issue.) Miss Kittie Sparks has also decided on Thanksgiving time for her marriage and although a great number of us have never met "Kittie" we all know her voice. A very nice shower was given our Chief Telephone Operator on Nov. 7th by the other Telephone Girls, who like many of us had talked to "Kittie" but never saw her.

Lots of luck for your future from all your Railroad friends.

Now just why all the gayety in the Passenger Dept., especially in the way of variegated socks. Are you trying to vamp someone?

How about a few contributions for next month? I am sure everyone would enjoy them.

Des Moines Division Items *Frenchy*

MRS. Joe Pope who has been quite seriously ill is recovering and Joe is wearing his usual smile.

We regret to announce the death on October 28th of Mrs. H. M. Killam wife of Brakeman Killam. Mr. Killam's many friends sympathize with him in his great loss. Mrs. Killam had been ill for some time.

Mrs. C. A. Lemley and Mrs. Paul Black were in Des Moines on a shopping trip recently.

Section Foreman Frye and wife visited relatives in Spencer during the fore part of November.

Mrs. M. C. Corbett and Mrs. W. H. Ferguson entertained the Ladies of the Superintendent's office at a bridge party at her home on 46th St. on November 1st. After several games of bridge dainty refreshments were served. Every one reports a fine time.

Mrs. Arthur Olson accompanied her sister to Chicago recently, the sister being on her way to Washington, D. C. to make that city her home.

Miss Linda Nelson spent the week end of November 13th visiting her sister Miss Florence in Des Moines.

Mr. E. W. Webb has a new Dodge sedan, and he and Mrs. Webb have knocked the garage doors off, run over the neighbor's hedge and done almost everything but climb a telegraph pole, but now are beginning to stay where a car is supposed to stay without very much trouble.

The following from Operator Joe Pope: Conductor Tidball is off for a few days having a little vacation, well with a pair like Hartshorn and Luther who wouldn't need a vacation. On the other hand think of poor Jim Hardie who has the famous pair known as "Bates and Berman."

Step up Vonnie, tell us why so much time around Rockwell City, is there a magnet there?

Conductor C. E. Elliott received third degree in Masonry last Saturday Nov. 6th.

Conductor J. S. Moore has to lay "In" every other Saturday to take care of the "Boss" his new baby daughter.

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Deer Lodge and the West End *M. E. S.*

MRS. A. Strand, wife of General Car Foreman Strand underwent a major operation at Butte last week and is progressing as well as can be expected at this time.

At Avery, they are now using electric switch engines instead of steam.

Mr. and Mrs. Earl Bensch departed last week for California to make their future home.

Mrs. A. J. Buchen and Mrs. W. B. Strawn experienced quite a thrill last week when they rode to Missoula with Gertrude Ederle in Trudie's drawing room.

In connection with the electrification program at Deer Lodge Shops, a power transmission line is being built from Deer Lodge Shops to a point on the Morel line, which will be completed about the end of the month.

Engineer J. A. Dunn and Engineer A. E. Maxwell were out hunting last week and permitted an N. P. engine to push their auto out of the way on a careful crossing. Jimmy says he is all caught up riding in cars with engineers.

Mrs. E. R. Rainville, wife of Carman Rainville returned recently from a visit with relatives in Minnesota.

A Division Freight Claim Prevention meeting was held at Butte October 30th. Mr. C. H. Dietrich, Freight Claim Agent was present. There was a good attendance at this meeting, which was both instructive and interesting.

Alma, the little daughter of Superintendent and Mrs. Phelan, is confined to her home with scarlet fever. We are very glad to learn, however, that it is in a very mild form and she no doubt will be able to be out in the near future.

At Store Department taking inventory recently: Caller (giving items of material and tools to comparatively new lady clerk)—I—Jack Hammer. Lady Clerk: Who is Jack Hammer? Never heard of him.

The Milwaukee Women's Club held a meeting at the City Hall Monday, November 1st which was very well attended. A number of new members were taken in and a report was made by Mrs. John Juinotte, Chairman of the House and Purchasing Committee that a dance would be given at the City Pavillion Thursday, December 2nd, by the club.

Mrs. C. H. Fullerton, has sold her home at Alberton to Mr. Gress. Mrs. Fullerton is attending business college at Missoula.

Tony Byrne and Grover Embry have gone on a deer hunt up in the Fish Creek country. Later—Tony got his.

Conductor P. C. Wilkinson is in the hospital at Missoula with the "Flu." His many friends hope to see him about again soon.

Mrs. Leo Kemp was called to Cobre, Nevada last week on account of the illness of a relative.

The many friends of Freddy Leach, Electrician, were pleasantly surprised to learn of his marriage November 9th to Miss Clara McKee and we all join in wishing them much happiness.

Mr. Edward R. Stevens, formerly of Tacoma, is the new Traveling Engineer for the Missoula Division.

Conductor H. B. Vandercook is spending some time at Marion, Iowa, visiting his mother.

Machinist Gordon Craig and several of the other Business and Professional Women gave a drew up party recently. A pleasant evening was enjoyed by all even though it did end up by Gordon getting "pinched."

Don't get discouraged though, Gordon, Sud Chaplin didn't get where he is without a struggle. You may fool them next time.

Mr. J. Boyer, second trick Operator at Missoula has returned from a visit with his mother in California.

On account of the work train being pulled off the division recently, Conductor Bennett had to take the East end, Conductor Healey displaced Condr. Davenport and Davenport displaced Conductor Voss on the trouble shoot-er.

"Speed" Hoover, who has been on the sick list for about six weeks, has returned to work.

Mrs. D. P. Saunders, wife of Engineer Saunders of Avery, visited Mrs. Frank Walters and other friends at Deer Lodge the early part of the month.

Miss Dorothy Moc of the Division Engineer's office is on a leave of absence and is taking a course in comptometer operation at Spokane.

Mrs. Mary J. Hill, mother of Gertrude Hill, of the Superintendent's office is visiting her sister at Louisville, Ky., who is ill.

Mrs. J. P. Phelan, Mrs. John Guinotte, Mrs. F. L. Tavenner and Mrs. Wm. Cosgrove went to Chicago to attend the Annual meeting of the Milwaukee Women's Club which was held November 6th.

Mrs. Raleigh Padgett and two children arrived here recently from Terre Haute, Ind. to join Mr. Padgett who is the new AFE clerk in the Superintendent's office.

River Division News

M. M.

SO glad to hear that the notes from the River Division were missed last month. That shows your interest in the column even though I don't hear from you so very often.

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There was lots of news last month but then I will have to tell some of it this month. For our former Traveling Engineer W. C. Blass made a very pleasant short call at Wabasha. Mr. Blass had not been at Wabasha for some time and his call was certainly a welcome one. Come again.

Then there was Engr. Fritz Marine who took a vacation out on the farm at Winnabago. Fritz doesn't like the noise and din of the city—nor even the bright lights so the farm is the place to go to enjoy a real vacation.

Engine watchman, Emil Brown, at Menominee made his annual trip to the cities. Emil has to spend so much time every year in the cities. And then there was the news about some surprise marriages. Fireman Jerry Carroll gave his secret our last month of his marriage at Menomonie. And brakeman Walter Reister did likewise. Mr. Reister was married at Eau Claire. Both young men are residing at Eau Claire.

River Division Engr. Ed. Tilden was at St. John's hospital and his many friends hope that he is well by this time. The death of C. V. Division Engr. Fred Koch's mother occurred last month at Minneapolis. Sympathy of all the employees is extended to Mr. Koch.

Roadmaster C. C. Carlson has been very busy the past summer, having laid 28 miles of track, graveled and surfaced same. Mr. Carlson had an extra gang working all summer. This was a considerable amount of work that was accomplished. As the work had been pretty well finished, the extra gang of men were dismissed and the cars stored. Great credit must be given Mr. Carlson for the excellent condition that he keeps the track in on the River Division.

Carl Stuetzel has been laying off since September and has been spending all his time hunting ducks. Carl must have the bottoms pretty well cleaned out by this time. And if anyone wants to know anything about hunting just call on Carl and you will get all the desired information.

With the taking off of the Wabasha Passenger train which was effective Nov. 15th marked an important event and many changes at Wabasha. This train had been on the Division for several years and will be greatly missed. Engineer Jerry McGraw who has worked practically all of the time on the Wabasha Division will take the C. V. Passenger train. The I. & M. engine crew which came here the first Tuesday of every month will be conspicuous by their absence—they will be missed also.

Bill Clerk Sharp Brown and wife of Wabasha spent a day last week at Winona. Also Cashier R. E. Thompson and wife were callers at Winona, recently.

General Car Foreman G. Larson of Minneapolis called at several places on the Wabasha Division the forepart of the month. Although the weather man had given us cold weather still Mr. Larson didn't deem it necessary to take out the sheep-lined coat.

Mr. M. G. Davey, I. & M. Engineer spent Sunday with home folks at Minneapolis.

Messrs. Wm. Feddern, Lee Cater and F. C. Beck were at Red Wing during the past month attending a Masonic meeting.

Operator H. D. Witte has been enjoying a week's vacation from his strenuous duties as first trick operator at Wabasha. Mr. Witte spent part of his time hunting and it has been reported that he chased a squirrel for two miles in order to become acquainted. He also spent some time visiting his daughter at Minneapolis.

Mrs. White, aged mother of Mrs. F. C. Beck, passed away very suddenly at the home of her daughter, and son-in-law, Agent and Mrs. F. C. Beck, November 13th. The remains were taken to Hastings for Burial. Sympathy is extended to Mr. and Mrs. Beck.

As old Father Time punches the clock indicating that another year has rolled by one becomes more serious minded for the time being and considers what this life means and holds for each one of us. It might be likened to a game and the following lines have a meaning that gives us a new version and calls this the Game of Life:

A game is not done 'til it's finished.

Then hold to your trumps and play true.

Take each trick if you can

But play like a man

And luck will sometimes come to you.

If you lose, take your loss like a hero.

No whining or cursing of fate.

In this game called life.

There is both joy and strife

Sit tight, your turn will come, e'en tho late.

R & SW Division

Lillian L.

ENGINEER Leibert Littell and Switchman

Frank Gahagen started out the morning of November 6th with the hope of getting all the rabbits in this part of the country. However, one of them must have had a kink in the barrel of his gun, for while shooting at a "bunny" one of the buckshot rebounded and struck Frank in the forehead and according to last reports it still rests there.

Mr. John Cioni, former roundhouse clerk at Ladd, has been transferred to Master Mechanic Hughes office and has moved his family to Beloit.

Engineer Fred Miller is now hitting the high spots with a new Chrysler sedan. Freddy's old "Dodger" sure gave him good service and should be entitled to membership in the Vets.

Storekeeper Barry has returned to work after a six months vacation in the fields of Ohio. Pat says that's no vacation. All the same we are glad to see you back again Pat, and don't forget to make that trip to Ladd.

Engineer Alex Helms has a new gas car on his passenger run out of Rockford. He wore out the 5903 and now has the 5901 and the Rockford-Ladd passenger run.

Boilermaker Weber expects to soon bring his weekly trips to Purdue to a close.

Understand Leo is becoming so fond of square dances that he will hardly dance anything else these days.

As a matter of record, the girls on the R&SW Divn. who attended the banquet at Chicago Nov. 6th, arrived early enough to cop the front seats. (This information was given out by one of the sterner sex.)

Congratulations to Cashier and Mrs. Ted Day on the birth of a daughter, Beverly June, October 22nd.

Understand Babe finally got her sweetie's consent to go to Chicago to attend the Women's Club Banquet, provided she would be under the clock at Marshall Field's at 5:00 PM. She reports a wonderful time.

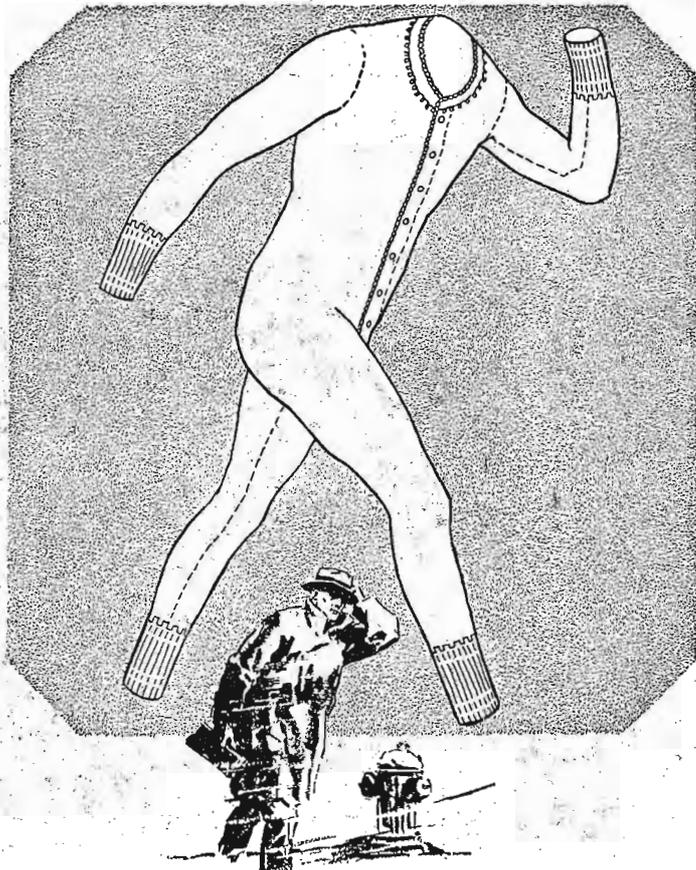
Mr. J. H. Chambers spent about three weeks fishing this fall at Quitero National Forest, Ontario, Canada. Judging from some of the pictures he brought back there was some splendid trout fishing on this trip, but you know the local guides up there rent fish for photographic purposes, although this is emphatically denied in this particular case.

Felix Raue returned to work Oct. 26th after having spent about ten days at Fond du Lac, Milwaukee, Waukesha and Horicon.

Comfort

Some Interesting
Facts about Health
and Warmth and
WRIGHT'S
UNION SUITS

FREE — Write for our
booklet, "Comfort,"
which gives interesting
information about
Wright's Health
Underwear. Please
mention your store-
keeper's name.



Keep your family warm and you will keep them well

THINK of the dangers the men and boys of your family run in winter! Walking in the cold wind. Riding on drafty trolleys. Driving the car. You know how careless men are about their health too. Isn't it up to you to keep your family from taking cold? Every wife and mother knows it is.

Buy your family Wright's Health Underwear this winter. It's heavy, warm and comfortable. It keeps the body warmth in and the cold out. It keeps the body warm and dry. That is a very important thing, for a warm, dry skin isn't so susceptible to colds. This underwear is highly absorbent and is knitted with a patented loop-stitch to increase that absorbency. Here is the best safeguard you can provide your family.

Your family will like to wear Wright's

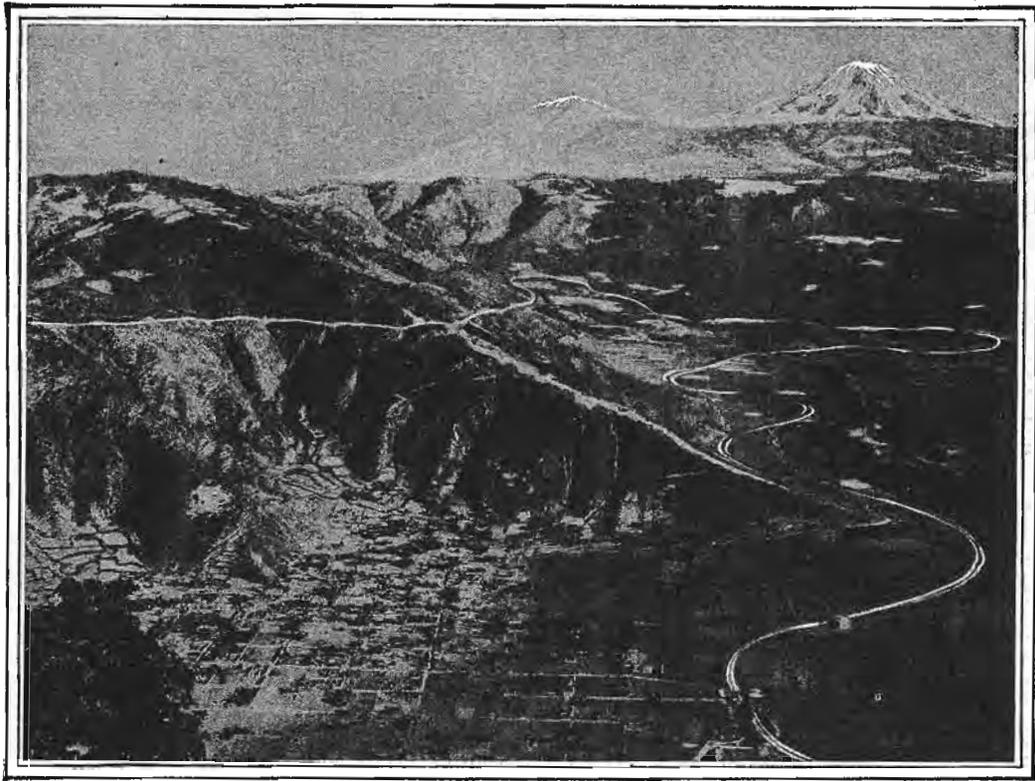
Health Underwear. It's so comfortable. So snug. No bunching or binding when walking. No chafing the neck. So soft and cosy. The wrists and ankles fit well too. It isn't such a task to keep it mended either, for this underwear is honestly made and doesn't need patching whenever it comes back from the wash. Buttons are well sewed on and buttonholes don't rip out easily. You know how hard the family is on their underwear. Wright's Health Underwear is built to resist that hard wear.

Ask for Wright's Health Underwear at the store. Men's and boys' sizes. Heavy, medium and light weights. Wool or wool-and-cotton mixed. Union suits or separate garments. Wright's Underwear Co., Inc., 74 Leonard Street, New York City.

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HEALTH UNDERWEAR
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Here is one of the most interesting railroad electrifications in the world—the Maltrata Incline, under the shadow of Mt. Orizaba in Mexico.



Such is the success of this 3000-volt, direct-current electrification, for which General Electric furnished all the equipment. The speed with which this Division was completed—only eighteen months for manufacture, shipment, and installation—is typical of General Electric service.

Up long, tedious grades, around many sharp curves, two powerful G-E electric locomotives now haul a 660-ton freight train in half the time it took two steam locomotives to pull 360 tons.

The electrification eliminates double tracking and is so economical that it is expected to repay its entire cost within five or six years.

13-40

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